BOOKBINDING by European artists with the best materials and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

Hongkong Daily Press.

ESTABLISHED 1857.

GOLD MEDALS, PARIS, 1878; 1889. JOSEPH GILLOTT'S PENS. The Only Award, Chicago, 1893. NUMBERS FOR USE BY BANKERS: Barrel Pens, 225, 226, 262. Slip Pens, 332, 909, 287, 166, 404, 1,000. In Fine, Medium, and Broad Points. THE NEW TURNED-UP POINT, 1042. [184

No. 12,136. 號六十三百一千二萬壹第 日六初月二十年二十二緒光 HONGKONG, FRIDAY, JANUARY 8TH, 1897. 五拜禮 號八月正年七十九百八千壹英港香 PRICE $2½ PER MONTH.

NEW ADVERTISEMENTS.

WANTED.

HOUSE of 4 or 5 ROOMS. Well situated. Offers, stating Price, to "W. K.," Care of Office of this Paper.
Hongkong, 8th January, 1897. [126

HONGKONG ST. ANDREW'S SOCIETY.

SCOTCH CONCERT.

A CONCERT in Commemoration of the Birth of ROBERT BURNS will be held in the St. GEORGE'S HALL, City Hall, on MONDAY, 25th Jan., at 9 P.M.

Booking of Seats will commence on MONDAY, the 11th, at Messrs. W. ROBINSON & Co.'s Music Saloon.

Particulars in future Advertisements.
Hongkong, 8th January, 1897. [130

HONGKONG ODD VOLUMES SOCIETY.

THE OPENING MEETING of the above Society will take place at the MOUNT AUSTIN HOTEL on WEDNESDAY, the 20th of January, at 5.20 P.M., when HIS EXCELLENCY the GOVERNOR will deliver a lecture upon "CHARLES DICKENS; his Life, Works, Style, Character, and the Lessons that should be learnt from them."

HIS HONOUR the CHIEF JUSTICE will take the Chair.

Ladies are invited to attend.

HENRY E. POLLOCK, Acting Hon. Secretary.
Hongkong, 8th January, 1897. [127

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Accumulated Dividend of 50½ cents per Share on the PREFERENCE Capital and the Dividend of 5 per cent. per annum on the ORDINARY Capital for the year ending September 30th, 1896, declared on the 31st December last at the Annual Meeting, will be PAYABLE at the premises of the Hongkong and Shanghai Banking Corporation on and AFTER MONDAY, the 11th January, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Offices, No. 5, Praya Central.

By Order of the Board of Directors,
JAMES B. DUNCAN, Secretary.
Hongkong, 8th January, 1897. [125

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION, ON TUESDAY, the 12th JANUARY, 1897, at 2.30 P.M., at his Sales Rooms, Queen's Road, HOUSEHOLD FURNITURE, &c. (for Sundry Accounts).

Comprising:—

CRIMSON PLUSH COVERED DRAWING ROOM SUITE.
MARBLETOP CENTRE and SIDE TABLES.
BEVELLED GLASS OVERMANTEL, PICTURES, and ORNAMENTS, CARPETS and HEARTH RUGS.
EXTENSION DINING TABLE, SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, GLASS BOOKCASE, WRITING DESKS, and WRITING TABLES.
CROCKERY, GLASS and PLATED WARE.
DOUBLE and SINGLE IRON BEDSTEADS.
DOUBLE and SINGLE WARDROBES, WARDROBES with BEVELLED GLASS DOORS, CHEST of DRAWERS, and MARBLETOP WASHSTANDS, &c., &c., &c.

TERMS OF SALE:—As Customary.

J. M. ARMSTRONG, Auctioneer.
Hongkong, 8th January, 1897. [129

W. BREWER & CO.

Phil May's Gutter Snipes, 50 Sketches	$3.50
Ganot's Physics	5.00
Scott's Stamp Album, new edition	10.00
Lowe's Wrinkles Practical Navigation	11.00
Who did it? by Nat Gould	1.00
Her Foreign Conquest, by Savage	1.00
Enquire Within, 92nd edition	1.00
Penny Poets (Volume)	0.60
Maunder's Treasury of Knowledge	1.00
Maunder's Treasury of Botany, 2 Vols	6.00
Maunder's Treasury of Biography	1.00
Maunder's Treasury of Science	1.00

NEW STOCK of GAMES.

Chess Board; Chessmen; Draughts; Dominoes; Change for One Shilling (new Game); Bezique; Playing Cards, &c., &c.

Under HONGKONG HOTEL.
24]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship "KALGAN," Captain Clegg, will be despatched as above TO-DAY, the 8th inst., at NOON.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th January, 1897. [131

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship "NAMOA," Captain Hall, will be despatched for the above Ports on SUNDAY, the 10th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 7th January, 1897. [123

NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEFOO, JINSEN, AND NAGASAKI.

THE Company's Steamship "SENDAI MARU," Captain C. Olsen, will be despatched for the above ports on FRIDAY, the 15th inst., at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, 8th January, 1897. [128

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per the Company's Steamer "TANTALUS" are hereby notified that the Cargo is being discharged into Craft and/or landed at the Company's Godowns, Kowloon, whence it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th inst.

Goods undelivered after the 16th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 15th inst.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th January, 1896. [132

NEW ADVERTISEMENTS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AUSTRALIAN," Captain Helms, will be despatched for the above Ports on THURSDAY, the 21st instant, at 9 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 7th January, 1897. [124

CHRONICLE and DIRECTORY.

ADVERTISEMENTS should be sent in TO-DAY but may be received TILL END OF WEEK.

Daily Press Office, Hongkong, 7th January, 1897. [2989

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

NOTICE is hereby given that the SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the GENERAL MANAGERS, No. 5, Queen's Road Central, THIS DAY (FRIDAY), the 8th January, 1897, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with Statement of Accounts to the 31st December, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th January, 1897 (both days inclusive).

MEYER & Co., General Managers.
Hongkong, 8th January, 1897. [31

DAKIN, CRUICKSHANK & CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of DAKIN, CRUICKSHANK & CO., LIMITED, will be held at the HONGKONG HOTEL on MONDAY, the 11th day of January, 1897, at NOON, when the Resolution—

"That in accordance with the notices in the papers the Company be voluntarily wound up and that a Liquidator be appointed for such winding up,"

which was passed at the EXTRAORDINARY GENERAL MEETING of the Company held on the 17th day of December, 1896, will be submitted for confirmation as a Special Resolution; and the Resolution—

"That Mr. F. MAITLAND be appointed Liquidator with a fee of $500 for his services,"

also passed at the above-mentioned Extraordinary General Meeting, will also be submitted for confirmation.

By Order of the Board of Directors,
WM. HAY, Manager.
Hongkong, 30th December, 1896. [63

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the EIGHTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in this COMPANY will be held at the Company's Offices, Victoria Buildings, on THURSDAY, the 21st January, 1897, at 12 o'clock A.M., for the purpose of receiving the Report of the Board of Directors, together with the Statement of Accounts for the year ending 31st December, 1896.

THE REGISTER of SHARES will be CLOSED from WEDNESDAY, the 13th, to THURSDAY, the 21st January, 1897 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board,
A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Limited, General Agents for the West Point Building Company, Limited.
Hongkong, 5th January, 1897. [103

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that the NINTH ORDINARY MEETING of the SHAREHOLDERS in this COMPANY will be held at the Company's Offices, Victoria Buildings, on THURSDAY, the 21st January, 1897, at 12 o'clock (NOON), for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1896.

THE REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, the 13th, to THURSDAY, the 21st January, 1897 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary.
Hongkong, 5th January, 1897. [104

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS who wish to have ACCOMMODATION during the Coming RACE MEETING in the Buildings being erected in the ENCLOSURE are requested to apply in writing to the undersigned on or before TO-MORROW (SATURDAY), the 9th inst.

By Order,
T. F. HOUGH, Clerk of the Course.
Hongkong, 6th January, 1897. [114

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.

The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.

Sole Agents for it—
LANE, CRAWFORD & Co., Hongkong.
37]

NOTICES OF FIRMS.

NOTICE.

I, the Undersigned, have THIS DAY established myself as an ARCHITECT, CIVIL ENGINEER, and SURVEYOR.

B. BROTHERTON HARKER, 9, Beaconsfield Arcade.
Hongkong, 1st January, 1897. [80

NOTICE.

WE have THIS DAY admitted Mr. ABRAHAM JACOB RAYMOND a PARTNER in our Firm in HONGKONG and SHANGHAI.

E. D. SASSOON & CO.
Hongkong, 1st January, 1897. [78

NOTICE.

MR. CARL WILHELM LONGUET has THIS DAY been admitted a PARTNER in our Firm.

KRUSE & CO.
Hongkong, 1st January, 1897. [77

INTIMATIONS.

CRICKET BATS — TENNIS BATS
CRICKET BALLS — TENNIS BALLS
LEG GUARDS — TENNIS POLES
WICKET KEEPING GLOVES
BATTING GLOVES — TENNIS NETS
STUMPS — TENNIS SHOES
FENCING FOILS, MASKS, & GLOVES
SINGLE STICKS, HELMETS
DUMB-BELLS — GOLF BALLS

NEW STOCKS OF ABOVE JUST ARRIVED

LANE, CRAWFORD & CO.
52a]

DAKIN, CRUICKSHANK & CO., LIMITED.

VICTORIA DISPENSARY.

HIGH CLASS ENGLISH CONFECTIONERY.
A CHOICE ASSORTMENT.
Ex S.S. "GLENGARRY."
LOOSE and in ARTISTIC BOXES and BAGS SUITABLE for PRESENTS.

Also a Fresh Consignment of GOSNELL'S PERFUMES. [a26

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC, Distinguished by 4 STARS on the label. Price $19.00 per 1 dozen bottles.

SUPERIOR OLD COGNAC, Distinguished by 3 STARS on the label. Price $17.75 per 1 dozen bottles.

VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label. Price $15.00 per 1 dozen bottles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed. Price $16.75 per 1 dozen bottles.

Well-matured HIGHLAND MALT WHISKY, Blended by CUTLER, PALMER & Co. Moderate in price, excellent in quality. Price $14.00 per 1 dozen bottles.

BRODIE & CO.'S FINE SCOTCH WHISKY, in "Squat" Bottles. Price $10.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, In Patented Bottles. Price $9.00 per 1 dozen bottles.

GLENIFFER BLEND, SCOTCH WHISKY, Moderately priced, good quality. Price $8.50 per 1 dozen bottles.

INVALIDS' PORT. This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassell. Price $16.75 per 1 dozen bottles.

DOURO PORT. This is a fine quality Wine of exceptionally good value. Price $12.00 per 1 dozen bottles.

SHERRIES. AMOROSO. The East Man's shipping. Price $16.75 per 1 dozen bottles.

LA TORRE. Price $14.00 per 1 dozen bottles. Pure and natural Wine, a tonic.

WHITE SEAL SHERRY—Popular at the Club. Dry, delicate, and of fine flavour. Price $17.75 per 1 dozen bottles.

CLARETS in Quarts and Pints. CHATEAU MOUTON. For a good after dinner Wine we recommend this. Price $26.75 per 1 dozen bottles.

LAROSE. This is a very attractive Claret, of good bouquet. Price $15.75 per 1 dozen bottles.

MARGAUX-MEDOC. A breakfast Claret. Price $8.75 per 1 dozen bottles.

LIQUEUR. BENEDICTINE, D.O.M. Price $33.50 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. [37

BROMO SELTZER. BROMO SELTZER.

First introduced into HONGKONG by FLETCHER & Co.

Have just opened a new Consignment of this famous Headache Cure.

Also an assortment of SPRAY PRODUCERS, CACHOUS, BARLEY SUGAR, LIME FRUIT TABLETS, CHOCOLATE CREAMS.

Sole Agent for the popular TANSAN MINERAL WATER.

FLETCHER & CO., THE PHARMACY, 23, QUEEN'S ROAD CENTRAL, and [illegible] & CO., LD.
a32]

SPECIAL SHOW OF WARM UNDERWEAR, BLANKETS, RUGS, &c., &c.

COTTAM & CO. Outfitters and General Importers.

AQUARIUS.

"A PERFECT TABLE WATER."

		Allowance for the Empties when returned to our Godowns.	net price.
Per 1 dozen Quarts	$1.75	$0.50	$1.25
Per 1 dozen Pints	1.00	0.25	0.75

"There is no teaching in all the wide world of hygiene so valuable as the inculcation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this ailment undoubtedly from water directly, or from milk which has been fouled by polluted water. Pure water means practically the abolition of both typhoid fever and cholera. Our safety abroad is to drink a pure Mineral Water only."—(Dr. ANDREW WILSON in the *Illustrated London News.*)

ESTD. 1864.
Telephone No. 15.

CALDBECK, MACGREGOR & CO., General Managers.
a27]

CHANGEABLE WEATHER

throws the human machinery out of gear. It relaxes the system and renders it more susceptible to attacks of Diphtheria, Influenza, Colds, and other prevalent ailments.

IF YOU COUGH TAKE

WATKINS' BALSAMIC LINCTUS

Which act, by Inhalation and Absorption, directly upon the Respiratory Organs, the Larynx, Bronchia, Lungs, &c.

Invaluable as a Remedy for Coughs, Colds, Bronchitis, Laryngitis, Hoarseness, Catarrh, Asthma, &c.

THE EFFECT IN INSTANTANEOUS.

More EFFICACIOUS and CHEAPER than other Medicines for Throat and Chest Affections.

CARMICHAEL & CO., LIMITED

SOLE AGENTS for DICK'S COMPOUND ENGINE OIL and TRIPLE EXPANSION CYLINDER and VALVE OIL.

The BEST OILS in the Market.

CARMICHAEL & CO., LIMITED, 18, Praya Central.
a30]

JUDGES

OF WHISKY acknowledge that no better Value can be obtained than

CLUB WHISKY at $11 per dozen.
P.D.C. WHISKY at $12 per dozen.

TRADE MARK.
利源
HONG-NAME YUEN-WO
Telephone No. 135

SOLE AGENTS—
GANDE, PRICE & CO., Wine and Spirit Merchants, No. 12, Queen's Road Central.
a31]

INTIMATIONS.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LD., LONDON,

Pioneers of the Asbestos Trade.

Contractors to H.M. Government, and the Principal English, Indian, Colonial, and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF The Best Qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat, and Transport in H. M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

Superintendent: ... THOS. SKINNER.

DODWELL, CARLILL & CO., General Agents.
a34]

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION at his Sales Rooms, ZETLAND STREET, No. 2, TO-MORROW (SATURDAY), the 9th JANUARY, 1897, Commencing at 2.30 P.M.

A LARGE QUANTITY of DRESS MATERIAL for LADIES AND GENTLEMEN.

Comprising:—

CUT LENGTHS of TWEEDS, NUN'S VEILING, FLANNELS, FLANNELLETTE, SERGE, COTTONS, etc., etc., etc. BOOTS, UMBRELLAS, SOCKS, STOCKINGS, KNITTED VESTS, BEAD TRIMMINGS, FRINGES, etc., etc., etc.

TERMS OF SALE:—As Customary.

On View at the Undersigned's Sales rooms.

PAUL BREWITT, Auctioneer.
Hongkong, 7th January, 1897. [120

PUBLIC AUCTION OF OLD CHINESE PORCELAIN, EMBROIDERIES, and CURIOS.

THE Undersigned will Offer for Sale by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 9th JANUARY, 1897, Commencing at 2.30 P.M., at his Sales Rooms, DUDDELL STREET, (having just arrived from Peking)

A VERY FINE, LARGE, and VALUABLE COLLECTION of OLD CHINESE PORCELAIN and CURIOS.

Comprising:—

RARE SPECIMENS of MING SANG de BŒUF, KANGHI Yellow and White and Black and White HAWTHORN VASES, fine Blue and White, five Colour, Blue and White HAWTHORN and otherwise DECORATED VASES, JARS, PLATES, CUPS, BOWLS from the Reigns of KANGHI, YUNG CHING, KIENLUNG, down to more modern times, fine old IMPERIAL CRACKLE on YELLOW, APPLEGREEN, &c.

PEKING CLOISONNE, fine PEKING SNUFF-BOTTLES, JADE.

KANGHI PORCELAIN SCREENS and other CURIOS.

An exceptionally GOOD LOT of SILK EMBROIDERIES.

Comprising:—

MANDARINS' and LADIES' COATS, JACKETS, PETTICOATS, HANGINGS, PEKING BROCADES, and other EMBROIDERIES.

Catalogues will be issued prior to Sale.

On View from FRIDAY, the 8th January.

TERMS OF SALE:—As Customary.

GEO. P. LAMMERT, Auctioneer.
Hongkong, 4th January, 1897. [98

TO-NIGHT! TO-NIGHT!!

ELITE SKATING RINK.

DUDDELL STREET.

TO-NIGHT and EVERY EVENING.

SATURDAY.—A LIGHT WEIGHT BOXING COMPETITION for a Handsome SILVER CUP, presented by a local gentleman. Admission $1.

SATURDAY, 16th, GRAND MILITARY CONCERT. The whole of the West Yorks Band; also the Drum and Fife Band and Pipers. To conclude with BRITISH ARMY QUADRILLES.

SAM MARKS, Proprietor.
Hongkong, 8th January, 1897. [64

CARBOLINEUM-AVENARIUS

USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, SCHEELE & CO.
Hongkong, 25th January, 1892. [288

DAVID CORSAR & SON'S

MERCHANT NAVY
NAVY BOLLED
LONG FLAX
RELIANCE CROWN
TARPAULING
CANVAS

ARNHOLD, KARBERG & CO., Sole Agents.
2895]

PORTLAND CEMENT

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.
Hongkong, 11th April, 1883. [2876

AN EFFECTUAL STOP IS PUT TO ALL ANXIETY BY THE NEW GUARANTEED CASH VALUE POLICY OF THE

"EQUITABLE."

This Policy provides three things: (1) Protection for the family; (2) Provision for the assured's later years; (3) A valuable investment.

When three annual premiums have been paid the policy acquires yearly thereafter three distinct GUARANTEED values in (1) paid-up assurance; (2) Cash; (3) Loan at 5 per cent.

This policy is pronounced by experienced men of business to be the best and most liberal contract of life assurance ever issued; and it is offered by an office having the splendid SURPLUS of £8,500,000 sterling to support its GUARANTEES.

Full Particulars and Illustrations from the GENERAL AGENTS,

SHEWAN, TOMES & CO., OR J. T. HAMILTON, Manager for the East.
Hongkong, 23rd October, 1896. [a830

JAPAN FINE ART CURIOS

KUHN & KOMOR.

HONGKONG; YOKOHAMA; KOBE. [2852

MRS. STOCKHAUSEN

DRAPER, MILLINER, DRESS AND MANTLE MAKER, 28, QUEEN'S ROAD CENTRAL.

LATEST NOVELTIES FROM LONDON and PARIS.
Hongkong, 3rd September, 1896. [2270

SIEN TING,

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE, Consultation Free.
Hongkong, 23rd September, 1891. [2175

AMERICAN SYSTEM OF DENTISTRY

AT 62, QUEEN'S ROAD CENTRAL

CHADWICK KEW, (LATE OF POATE & NOBLE).
Hongkong, 6th March, 1896. [2858

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER,

No. 3, WOODLAND TERRACE, HONGKONG,

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED, Liberal Discount Allowed. [2719

HOTELS.

"BOA VISTA" HOTEL MACAO.

BEAUTIFULLY SITUATED FAMILY HOTEL WITH SEA VIEW.

MACAO is distant 40 miles West of Hongkong and the trip is made DAILY, except SUNDAY, by the Saloon Steamer "HEUNGSHAN" leaving Hongkong at 2 P.M.

Terms from $5 per Day.

Apply MANAGER.

Telegraphic Address, "Boa Vista." [2976

MOUNT AUSTIN HOTEL.

1,400 feet above sea level.

"Telegraphic Address, Excelsior" Hongkong, A.B.C. Code. Telephone, No. 35.

The most LUXURIOUS HOTEL in the East, beautifully Situated on the Healthiest Spot in Hongkong.

READING and SMOKING SALOONS.
LADIES' DRAWING ROOM.
BILLIARDS and LAWN TENNIS.
FIRST CLASS CUISINE and WINES.

The new BALL and CONCERT ROOM will be open in about six Weeks.

For Particulars, apply at the TOWN OFFICE, 38 and 40, QUEEN'S ROAD CENTRAL, or to The Manager, MOUNT AUSTIN HOTEL,
Hongkong, 20th November, 1896. [2013

HONGKONG HOTEL. [89

NEW VICTORIA HOTEL ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, etc., etc., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at MODERATE RATES.

MADAR & FARMER, Proprietors.
Hongkong, 4th September, 1896. [40

OSAKA HOTEL.

BEST appointed HOTEL in JAPAN is the above and for which no Passport is required to travel from KOBE. [998

SHIPPING.

ARRIVALS.

Jan. 7, LOONGMOON, German str., 1,245, F. Schulz, Canton 7th January, General.—SIEMSSEN & Co.

Jan. 7, TIENTSIN, British str., 1,250, L. Dawson, Canton 7th January, General.—BUTTERFIELD & SWIRE.

Jan. 7, NAMOA, British str., 862, Hall, Foochow 4th Jan., Amoy 5th, and Swatow 6th, General.—DOUGLAS LAPRAIK & Co.

Jan. 7, CHOWFA, British str., 1,055, Williamson, Bangkok 31st Dec., Rice.—YUEN FAT HONG.

Jan. 7, FRIGGA, German str., 1,600, F. Jager, Hamburg and Singapore 31st Dec., General.—SIEMSSEN & Co.

Jan. 7, TANTALUS, British str., 2,200, Hannah, Liverpool and Singapore 1st Jan., General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

7TH JANUARY.

Esang, British str., for Swatow.
Kachidate Maru, Jap. str., for Kutchinotzu.
Strathallan, British str., for Hongay.
Tientsin, British str., for Swatow.

DEPARTURES.

Jan. 7, DAPHNE, German str., for Canton.
Jan. 7, MATHILDE, German str., for Hoihow.
Jan. 7, KIANGNAN, Chinese str., for Canton.
Jan. 7, CITY OF PEKING, American str., for San Francisco.
Jan. 7, HAILOONG, British str., for Amoy.
Jan. 7, KAGOSHIMA MARU, Jap. str., for S'pore.
Jan. 7, BAYERN, German str., for Europe.
Jan. 7, ESANG, British str., for Shanghai.
Jan. 7, TIENTSIN, British str., for Shanghai.
Jan. 7, SACHEM, Amr. ship, for New York.
Jan. 7, KAISER, German flagship, for a cruise.
Jan. 7, IRENE, German cruiser, for Amoy.

PASSENGERS.

ARRIVED.

Per *Namoa*, str., from Coast Ports.—Rev. and Mrs. Banister and 2 children.

Per *Frigga*, str., from Hamburg, &c.—Mrs. Gullasson.

Per *Tantalus*, str., from Liverpool, &c.—Messrs. Walker and Statham.

DEPARTED.

Per *City of Peking*, str., for Shanghai—Mr. Rieber and Mr. E. F. Schmidt. For Nagasaki—Mr. A. Platt. For Yokohama—Mr. C. H. Best, Mr. and Mrs. Layard and child. For Honolulu—Mr. Chang San. For San Francisco—Mrs. A. B. Brolly, Miss Hart, Miss L. A. Duryea, Mr. and Mrs. H. P. Whitney.

Per *Bayern*, str., from Hongkong for Singapore—Messrs. Wm. D. Whipple, C. W. C. Deering, F. Leloir, A. C. Leloir, C. Rohl, P. MacManus, C. J. Demeo, Mr. and Mrs. J. R. Owen, Messrs. Chan Joan Sun, Tse But Hing, and Chea Ting Cheung. For Port Said—Mr. N. Rydzewsky. For Genoa—Messrs. R. Daeschner, A. Buchoff, and A. C. Leon. For Bremen—Messrs. B. Christiansen, A. Lohain, Bohr, Koblauske, Henrich, R. Schablousky. For Bremerhaven—Messrs. A. Tertruny, Lanzenning, Berenbrock, and Schult. For Naples—Mr. W. Mutzschke. For Southampton—Mr. J. Laing, Mrs. Wilson and 2 children, Messrs. Alex. Park and D. Nacher. From Yokohama for Singapore—Mr. A. W. Simons. For Bremen—Messrs. Havrals, Merter, and Weihmann. From Hyogo for Bremen—Mr. J. Larson. From Shanghai for Genoa—Rev. and Mrs. C. A. Killie, Mr. and Mrs. Grunwaldt, Messrs. J. von Schaeler, J. Ehlers, and C. Hockmann. For Bremen—Mr. and Mrs. Faure and child, Mr. G. Diessel. For London—Mr. and Mrs. Pollock. For Hamburg—Mrs. Skordal and children. For Naples—Mr. J. A. Norcross.

Per *Tainan*, str., for Sydney—Mr. and Mrs. F. R. Armitage, Mr. and Mrs. W. Milne, Mr. K. D. Adams, and Miss Faith Box.

VISITORS AT HOTELS.

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Mr. Venancio Balbas	Mr. & Mrs. Joseph
Mr. L. Barindougne	Mr. J. W. Kinghorn
Mr. C. H. Best	Mr. J. Kirkwood
Mr. P. C. Birch	Mr. Lacaze
Mr. & Mrs. E. W. Brown	Mr. Leon A. Levy
Mr. Geo. Burdekin	General F. Magelhaes
Mr. W. J. Canter	Mr. G. F. Mendham
Mr. & Mrs. Horta e Costa	Mr. F. Mesa
Mr. C. Crane	Mr. W. J. Morse
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Mr. A. Donald	Mr. Nao Nubekra
Mrs. J. Douglas	Mr. W. Parlitt
Miss Drum	Mr. & Mrs. A. H. Rennie
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Mr. G. Duysler	Mr. A. B. Ross
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Mr. Alvaro Fornelles	Miss Smith
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Mr. Charles Cohen	Mr. A. Van Nierop
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Mr. J. Douglas	Mr. H. E. Pollock
Surgeon-Col. Evatt	Dr. Rennie
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Miss Humphreys	
Staff Surgeon Keays, R.N.	Mr. G. H. Wheeler
Mrs. Keays	Dr. Wilkinson
Mr. & Mrs. J. W. Norton Kyshe	

VESSELS IN DOCK.

KOWLOON DOCKS.—Lekin, Dante, Lung Tsing, R. R. Thomas, H.I.G.M.S. Arcona, H.M.S. Handy, Hongkong, Triumph, Else, Fausang.

COSMOPOLITAN DOCK.—Nanchang, Hankow.

TO-DAY.

Meeting of the Wanchai Warehouse and Storage Co., Limited, 3 p.m.

Elite Skating Rink, 9 p.m.

TO-MORROW.

Annual meeting of shareholders and subscribers to the City Hall in Library, 12.30 p.m.

Auction of porcelain, &c., by Mr. G. Lammert, 2.30 p.m.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.30 a.m. ...Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ...Every half hour.
12.30 p.m. to 3.30 p.m. ...Every quarter of an hour.
3.30 p.m. to 8.00 p.m. ...Every quarter of an hour.
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3 p.m. to 8 p.m. ...Every quarter of an hour.
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Hongkong, 1st April, 1896. [2230

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IN PREPARATION
THE
CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, STRAITS, &c., &c.,
FOR
1897.
This is the
THIRTY-FIFTH ANNUAL ISSUE,
and will be found, as usual, to show an advance on preceding years both in fulness and accuracy of information.
The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

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THE HONGKONG DISPENSARY.
Hongkong, 5th January, 1897. [22

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JANUARY 8th, 1897.

WHATEVER may be the intentions of the Russian Government with regard to the future in Manchuria, there is no doubt as to the opinions of the Russian Press. When the railways are once laid in Manchuria, Russian domination will commence, to be followed very speedily by Russian administration. Nominally, and according to the Treaty, the country will remain Chinese, and the Government of Peking will retain the option of purchasing the railways laid by Russian skill and capital, but is it expected by any one that China will ever be in a position to exercise this option? Of course it is possible; there may be an active Chinaman now lying *perdu* who will do for his country what no mandarin—not even the somewhat blatant CHANG CHIH-TUNG—has ever yet succeeded in doing. The latter, it will be remembered, recovered for China from the clutches of the Great Bear the territory of Kuldja, which during the long struggle with YAKOOB BEG had been administered by the Siberian Government. This was, however, in the days when the resources of China were an unknown quantity and it was believed that she was a force to be reckoned with in Asiatic politics. Now that Japan has pricked the Celestial bubble and dissipated for the time being even the little power of resistance she really possessed, Russia is not likely to be coerced by the wild menaces of a literary mandarin, nor to be much moved by the most solemn rumblings from the Tsung-li Yamen. As we have said before, if Russia wants Manchuria and means to stay there nothing but force will dislodge her. At present it is not certain that her Government desire anything but a continuation of their great Trans-Siberian Railway through Manchuria to the coast into an unfrozen port. That the Russian Press have other thoughts on the subject, however, is obvious from a statement recently published in a St. Petersburg journal on the return to Russia in the latter end of November of the members of a special mission sent some time back by the Russian Government to survey and investigate the resources of Manchuria. These surveyors are reported to have said:—"The Chinese are not only "delighted with the idea [of a railway "through Manchuria], from which they "expect great benefits both in commerce "and agriculture, but openly state that they "would be more than delighted if all Manchuria became Russian territory, and that "the greater part of the inhabitants would "in such case cut off their pigtails, or in "other words become Russian subjects."

This shows the way the wind blows. The wish no doubt runs with the statement, but we are not prepared to say there is not some solid foundation for it. It is notorious that the Russian Government have the knack of making their rule welcome to the tribes of Central Asia. This is the testimony of travellers in various parts of the vast areas lately absorbed by Russia. Mr. THEODORE BENT, in an interesting account of recent journeys in Armenia, in the November issue of the *Contemporary*, testifies emphatically to the liberal manner in which the Armenians are treated, and the prosperity attained by them, in that portion of Armenian territory which has come under the rule of the CZAR. The contrast between the condition of the Armenians under Turkish or Persian rule and that of the CZAR'S subjects of the same race is very striking. Mr. BENT says:—"If "the statesmen of Western Europe could "all be made to take a journey through "Turkish and Persian Armenia, and then "find themselves comfortably housed in a "good hotel in Russian Armenia, I think "there would be no further talk of bol- "stering up Mahomedan countries." An Armenian at Nachitcmin dares to be rich and builds for himself a handsome house without fear of a visit from an extortionate pasha. He dresses in European costume, and his wife has abandoned the primitive and picturesque for the modes of the West. Describing Etchmiazin, the see of the northern patriarchate of the Armenians, Mr. BENT says this city may be said to represent all the national vitality that the Armenians now possess. "Here, under the "wing of Russia, they have ventured to "assert themselves as a nation once more. "Here they keep a museum of their national "curiosities; here they have an academy "for the instruction of 300 young Ar- "menians, a fine building with a Council "hall, containing the picture of the Pa- "triarch GEORGE, who founded it about "twenty years ago. Class rooms for various "grades occupy two long corridors; a library "of choice books of all nations is attached; "there are dormitories for young men, "which in cleanliness would not disgrace a "first class English school; and a playground "where the Armenian boys were enjoying "themselves like boys in England. What "a striking contrast to the miserable school "at Sis [Turkish Armenia], where the "scholars dare scarcely speak their own "language, and terror reigned supreme." In the khanates of Central Asia the same liberal policy is pursued, and the inhabitants are won over to speak of the Great White Czar as their Father. The Mongols have for many years been steadily gravitating towards Russia, who could without the slightest difficulty gain the great Mongolian steppes and deserts by a plebiscite if necessary. The Mongolians would eagerly, if permitted, transfer their allegiance from the Son of Heaven to the Czar of all the Russias. No doubt the members of the Russian Mission to Manchuria are correct in the conclusions they formed concerning the Manchurians. During the recent war the people of Manchuria suffered far more injury from the Chinese troops than from the Japanese, who scrupulously paid for all they had, and were accordingly welcomed. Not only do the Chinese oppress them in times of peace, but they harass and rob them during hostilities, and at the same time fail to protect them from invasion. The inducements therefore to welcome foreign rule are strong, while the old feeling of loyalty to the Ta-tsing dynasty has worn pretty threadbare during the centuries they have been absorbed by China. For both the dynasty and the country of the Manchu conquerors have been effectually absorbed by the sons of Han, who may be conquered but cannot be assimilated.

The P. & O. steamer *Brindisi* left Bombay for this port on the 3rd inst.

The O. and O. steamer *Doric*, with mails, &c., left Shanghai for this port on the 5th instant at 4 p.m.

The German flagship *Kaiser* left yesterday for a cruise and the German cruiser *Irene* left for Amoy.

A Scotch concert in commemoration of the birth of Robert Burns is to be given on the 25th January under the auspices of St. Andrew's Society.

The P. M. steamer *China*, with mails, &c., from San Francisco to the 19th ultimo, via Honolulu, has arrived at Yokohama, and leaves for this port via Inland Sea, Kobe, Nagasaki, and Shanghai this morning.

A telegram has been received by the Japanese Government from Mr. Kamiya, Japanese Consul at San Francisco, announcing that Kobe and Yokohama have been declared to be infected ports where smallpox is prevalent.

It is reported, says the *Nagasaki Shipping List*, that owing to the shyness of American capitalists, Mr. Morse is experiencing considerable difficulty in floating the Seoul-Chemulpo Railway. The survey of the route is said to be complete.

Mr. Tanfer, of whom we spoke yesterday in connection with the romantic marriage of Dr. Rizal, is not dead, but is living in Hongkong. He is, however, blind, and consequently has not been seen much during the last two or three years.

The case in which a German seaman was charged with furiously driving and thereby injuring a mafoo was settled at the Police Court yesterday on the application of Mr. Gedge. Defendant paid $50 compensation to the mafoo, $35 for hospital expenses, and $35 compensation to Mr. Kennedy for the damage done to the trap.

The Band of the West Yorkshire Regiment will play the following programme at the Officers' mess at 8 p.m. this evening:—

Overture ...... "Gustavus" ...... Auber.
Pasquinade ...... Gottschalk.
Reminiscences of Offenbach ...... Winterbottom.
Ivanhoe's Song ...... Sullivan.
Waltz ...... "Die Schwebenden Geister" Heeker.
Selection ...... "Tannhäuser" ...... Wagner.
God save the Queen.

The Nippon Yusen Kaisha have issued a handbook of information for passengers and shippers by the Company's steamers. After a brief history of the Company we have some fifty pages of guide book matter, interesting and well written descriptions being given of the various ports of Japan, together with some excellent illustrations. Following this we have the particulars of the Company's services, and the various lines are shown on charts.

The P. & O. steamer *Massagora* left Singapore on the 6th inst., at 4 p.m. with the outward English mails and is expected here about 4 p.m. on the 12th inst.

The O. & O. steamer *Belgic*, with mails, &c., left San Francisco for this port on 29th December via Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai.

The opening meeting of the Odd Volumes Society for the present season will take place at the Mount Austin Hotel on Wednesday, 20th January, at 5.20 p.m., when H.E. the Governor will deliver a lecture on Charles Dickens, his life, works, style, character, and the lessons that should be learnt from them. His Honour the Chief Justice will take the chair.

A cricket match, Scotland v. The World, will be played to-day and to-morrow. The following will represent The World:—E. Mast, K. W. Mounsey, Rev. G. R. Vellings, T. H. Howard, W.Y.R., M. O. Wood, W.Y.R., H. M. E. Elliott, R.N., A. G. Ward, T. S. Smith, Surg.-Maj. Johnston, P. A. Cox, S. A. Ferry Ayscough, R.N. Play will commence at two o'clock to-day and eleven o'clock to-morrow. By the kindness of Colonel Faithfull and the officers of the Hongkong Regiment, their band will play on the ground to-morrow afternoon.

The writer of "By the Way" in the *Japan Gazette*, referring to the Carew case, says:—A curious story is told of the drawing for jurors. It may not be generally known that when the jury lists are revised the numbers corresponding to the names on the list are placed in a bag which is only opened when a jury is required. Mr. Carew's name was the first drawn, and Mr. J. Boag's was second. It has been erroneously stated in some prints that Mr. J. T. Boag's name was drawn. Mr. Dickinson's name was also among these drawn.

The following, from the *Nagasaki Shipping List*, gives rather a graphic idea of the severity of the cold snap that struck Shanghai the week before Christmas:—A terrific blizzard was experienced at Shanghai and on the Yangtsze last week, the gale blowing 10, and the cold being intense. After passing the bar at noon, the sun melted some of the ice off the P.M. liner *City of Rio de Janeiro*, and the slabs of crystal fell off her in pieces as big as doors. One gentleman on board reported that he had not experienced so severe a blizzard in the forty years he has been in these waters.

At Nagasaki, on the 26th December, the *Tokiwa-maru*, belonging to Mr. Matsuda, ran into the N.Y. K.'s chartered steamship *Balmoral*, Capt. A. McRitchie, which was lying at her moorings. The collision occurred at about 10.40 o'clock, when the weather was dark and thick with wild squalls and rain. The *Tokiwa* caught the *Balmoral* on her port side, dented half-a-dozen of her plates, sprung several rivets, and bent two of her frames. The latter vessel will, however, be able to proceed to Moji without stopping for repairs, while the *Tokiwa-maru* had to dock.—*Shipping List.*

The principal feature of the *Magazine of Art* for December (Cassell and Co., Limited) is a special supplement devoted to the works of E. J. Poynter, P.R.A., including reproductions of many representative paintings by Mr. Poynter. The text of the article is contributed Mr. M. H. Spielmann. The other contents of the number are of the usual high order. The frontispiece is "Joan of Arc," by George W. Joy, reproduced by the Rembrandt Intaglio Engraving Co. *Cassell's Family Magazine* commences a new volume and a new and enlarged series. It contains a hundred and twelve pages and is a wonderful sixpennyworth. A souvenir of the enlargement is presented by the publishers in the shape of an album of character sketches from Dickens by Frederick Barnard. *The Quiver* contains three complete stories, the continuation of two serial stories, and a number of interesting articles.

Preliminary steps are already being taken in the Straits with a view to making arrangements for the adequate celebration of the completion of the sixtieth year of Her Majesty's reign. At a meeting of the Singapore Municipal Commissioners on the 30th December, Mr. President Gentle introduced the subject. He said the matter was not altogether ripe, but he would explain things as far as they had gone. In the Commissioners' interview with his Excellency the Governor, a few weeks ago, the subject was discussed, and it was suggested on both sides that a joint Committee consisting of some public gentlemen whom the Commissioners might recommend and a number of Government officers should put their heads together to arrange what should be done to celebrate the completion of the sixtieth year of Her Majesty's reign on the 20th June next. Since then, he had seen the Colonial Secretary, who had suggested that the Commissioners should name about twelve representative men, and that they should be associated with six Government officers who would act in the manner he (Mr. Gentle) had suggested. It was found, however, that, if they were to include a sufficient number of gentlemen to represent all the nationalities that comprised the population, the committee would have to be larger. Names had been suggested, but he would not like to mention them until he was sure they would willingly give their consent to act. Therefore, he thought it would be much better to leave the matter till the next meeting. The matter was accordingly postponed.

An Acting Indian Sergeant acted in a most commendable manner yesterday morning; his smartness resulting in the capture and conviction of two burglars. At ten minutes past two an alarm of burglary was raised by the inmates of a house, No. 2, Ship Street, and the Acting Sergeant hastened to the house, satisfied himself that the alarm was genuine, and at once stationed a number of constables at each end of the street and gave instructions that no one was to be allowed to pass. It was fortunate that at this time the police were changing duties and consequently a number of them, including P.C. Read, were soon on the spot. A thorough search was made and, thanks to the precautions taken, three men were arrested in a common lodging house. The appearance of one man showed most clearly how the burglary had been effected. His hands and feet were black with soot and an examination of the house proved that the burglars had obtained admission by slinging a rope from an adjoining cook house and hooking it on to a chimney, down which one of them slipped and brought up clothing and jewellery of the value of $40. The property was found in the common lodging house. The men were taken before Hon. Commander Hastings yesterday and the one with the begrimed hands and feet was sent to gaol for six weeks, the second man was bound over to keep the peace for six months, (in default of finding a surety for $100 to be imprisoned for six weeks, and the third man was discharged, there being no evidence against him.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 5th January 1897.

END OF THE STRIKE OF MARINE ENGINEERS.

The strike of Marine Engineers in Australia is ended.

BRITISH BECHUANALAND.

The Batlaros tribe has murdered a trader and captured his wife and child upon the Mashowing river, a hundred miles to the west of Vryburg. It is feared that the whole tribe has revolted, and Volunteers are leaving Vryburg.

SOUTH AFRICA AND INDIAN EMIGRATION.

A monster meeting at Durban has resolved to demand that the Government repatriate, at Natal's expense, the two shiploads of Indians now quarantined at Durban, and also to prevent the entry of any more Indians into Natal. Trouble is feared if a landing is attempted.

Sir John Sloane, who in 1836 devised a number of pictures and statues, etc., to the Sloane Museum, indulged in a testamentary joke. He left three sealed cupboards to be opened in 1866, 1886, and 1896. The last one was opened on Monday, and, much to the chagrin of the executors, who expected to make a valuable find it was like the two previous cupboards—empty of all but valueless papers.

BRITISH KOWLOON COLLEGE.

Yesterday afternoon a public meeting of Kowloon residents was held at the Kowloon Hotel to receive a report from the Committee of the British Kowloon College and to take action thereon. Mr. H. Holmes presided over a fairly good attendance.

The Chairman said he regretted that very unexpected circumstances had compelled the Committee to call the meeting. At the first meeting a Committee was elected to serve for three years and they had continued their services up to the present time. The school continued in a successful manner until a short time ago. Unfortunately a typhoon came and the building called the British Kowloon College became unfit for use and if sold it would only fetch from $25 to $50. Kowloon was now growing and the necessity for a school was very great. The Government had assisted the school in a great measure with a grant of $50 a month for a lady teacher and the Dock Company had also granted an allowance of $250 a year. Unfortunately the Dock Company had for some reason withdrawn the allowance. The school had no claim on the Company and it was exceedingly generous of them to make the allowance so long as they did. That allowance having stopped and there being no building and no funds the Committee were in a great difficulty.

Mr. H. S. Cooke, the Secretary, read the report and said the school was prosperously conducted until the typhoon swept the building away. The results of the examination were extremely satisfactory and the school came out second to none in the colony. Under the present circumstances no one could be surprised that Mr. Skertchly should have resigned his position at the school. The opinion of the Committee was that the only course open for them was to appeal to the Government to provide a Government School in Kowloon. There would be no justice whatever in the Kowloon residents paying taxes for educational purposes and having no educational facilities. It was not right to expect that Kowloon children should be sent to Hongkong. In Kowloon there were practically no Chinese or Eurasians; the population was practically European and the Committee could fairly ask the Government to provide a Government school which should be reserved for Europeans. It could not be alleged that the Committee would be raising a barrier against Chinese or Eurasians, because such people would enter into their disabilities only by going across from Hongkong. The Government had all along shown themselves very anxious to avoid having a Government school in Kowloon; they seemed to wish to prevent a repetition of the fiasco that the Queen's College had been in Hongkong. In the last extremity the Committee applied to the Government to make a Government school of the college and the final decision, which was dated 12th December, was that the Government were willing to grant a site of the value of $5,000 if the residents were prepared to build a school. He would like to know why the Kowloon residents should be expected to build a school.

A discussion ensued and it was resolved, on the proposition of Captain Brown, seconded by Mr. Jackson—"That the Committee be instructed to draw up a petition asking for a Government school for European children to be established in Kowloon; that such petition be sent for signature to all residents on this side, and its presentation to the Governor and further action thereon be left to the Committee's discretion."

Mrs. Hayward proposed, and Mr. Wilson seconded, the following resolution, which was carried—"That in the meantime the Government be requested to lend a teacher from Queen's College to continue the school in temporary premises that may be available."

The Committee was added to and the meeting ended.

AMOY RACES.

We are indebted to the Cable Companies for the following results of the second day's races at Amoy:—

SECOND DAY.—THURSDAY, 7TH JANUARY.

EXCHANGE PLATE (presented); value $100. 2nd pony $25; for all China ponies; griffins at date of entry allowed 5lbs.; winners at this meeting 5lbs. extra for each race won; weights as per scale; entrance $5. Three-quarters of a mile.

Mr. Dryasdust's Shiney Villian, 11st. 4lbs. ... 1
Mr. Thomas's Dartmoor, 10st. 7lbs. ... 2
Time, 1min. 37½secs.

AMOY DERBY; a Sweepstakes of $15 each with $100 added, 2nd pony $50; a forced entry for all *bonâ fide* griffins at date of entry, optional for Subscription Griffins; weights as per scale. One mile and a half.

Mr. Thomas's Exmoor, 10st. 12lbs. ... 1
Mr. Boyd's Whipcord, 11st. 1lb. ... 2
Mr. Barney's Ghoorkha, 11st. 1lb. ... 3
Time, 3mins. 38½secs.

VISITORS' CUP; (presented); value $—; 2nd pony $25; for all China ponies; griffins as date of entry allowed 5 lbs.; winners of a race at this meeting 5 lbs. extra; weights as per scale; entrance $5. One mile and a quarter.

Mr. Twoman's Kilroy, 11st. 1lb. ... 1
Mr. Dryasdust's Cobweb, 11st. 1lb. ... 2
Mr. McThorn's Cruiser, 11st. 4lbs. ... 3
Time, 2mins. 52secs.

COMPRADORES' CUP (presented); value $—; 2nd pony $25; for Amoy subscription Griffins of this season; winner of one race 7 lbs. extra, of two or more 10 lbs. extra; previous non-starters 7 lbs. extra; weights as per scale; entrance $5. Seven furlongs.

Mr. Norman's Oom Paul, 10st. 12lbs. ... 1
Mr. Ardlethen's Dr. Jim, 11st. 1lb. ... 2
Mr. Denial's Stennis, 11st. 1lb. ... 3
Time, 2mins. 1½sec.

CHALLENGE CUP; value $300; a forced entry for all Amoy and Formosa owned ponies, optional to Subscription Griffins of this season; half entrance fees to the winner, until the Cup is finally won, when the second pony shall receive half the entrance fees; to be won two consecutive meetings, by a pony or ponies, the *bonâ fide* property of the same owner or owners; weights as per scale; entrance $10. One mile.

Mr. Dryasdust's Provost Marshall, 11st. 1lb. ... 1
Mr. Boyd's Dunblane, 11st. 1lb. ... 2
Time, 2mins. 15secs.

CLUB CUP; value $100; 2nd pony $25; for all *bonâ fide* griffins at date of entry; subscription griffins allowed 5 lbs.; winners 5 lbs. extra; weights as per scale; entrance $5. One mile.

Mr. Bruce's Thank You, 10st 9lbs. ... 1
Mr. Boyd's Larkspur, 10st. 12lbs. ... 2
Mr. Crock's Spec, 11st. 4lbs. ... 3
Time, 2mins. 20½secs.

TE MAA-CHIN PLATE (presented); value $—; 1st pony to receive 75 per cent., 2nd 25 per cent.; for Amoy, Foochow, and Formosa owned ponies; griffins at date of entry allowed 5lbs; winner of a race at this meeting of 1¼ miles or over 5 lbs. extra, if of two such races 7 lbs. extra; weights as per scale; entrance $10. One mile and a half.

Mr. Dryasdust's Sinbad, 10st. 9lbs. ... 1
Mr. Twoman's Kilroy, 11st. 1lb. ... 2
Mr. Boyd's Euery Awkins, 11st. 1lb. ... 3
Time, 3mins, 36secs.

CHAASZE CUP, (presented); value $140; 2nd pony $25; for Amoy Subscription Griffins of this season; winners 5 lbs. extra for each race won; weights as per scale; entrance $5. One mile and a quarter.

Mr. Ardlethen's The Deevil, 11st 1lb. ... 1
Mr. Denial's Stennis, 11st. 1lb. ... 2

THE CITY HALL.

The following is the report to be submitted to the annual meeting of shareholders in and subscribers to the City Hall, to be held at half-past twelve o'clock on Saturday next:—

COMMITTEE.

There have been no changes in the Committee since the last annual meeting and the present members are the Honourable J. J. Bell-Irving (Chairman), and Messrs. H. L. Dalrymple, H. N. Mody, B. Layton, and N. A. Siebs.

THE STATE OF THE BUILDING.

The present condition of the building is satisfactory, but very considerable sums of money have had to be spent upon repairs, since December, 1895, in addition to paying for ordinary repairs and those necessitated by white ants. The ceilings of the St. George's and St. Andrew's Halls, which for many years have required constant patching and which suffered somewhat in the typhoon of July last, owing to leakage through the roof, were, under the advice of Messrs. Palmer and Turner, taken down and reconstructed in August, and advantage was taken of the reconstruction to make better provision for the ventilation of the rooms.

The brick pillars supporting the gallery on the east side of the Theatre having shown signs of giving way were opened and found to be in a dangerous condition. Upon the plaster being taken off it was seen that the brick work had originally been badly built, and as there were signs of crushing it was considered advisable to have the pillars taken down and rebuilt. Upon further investigation, it was found that the pillars on the west side of the gallery also required to be partly reconstructed, and this was carried into effect, and the Committee are assured that the gallery is now in a perfectly safe condition.

The typhoon on the 29th July last broke some glass and did a certain amount of damage to the roof and to the plaster work, but fortunately no serious loss resulted.

During the twelve months from 1st July, 1895, to the 30th June, 1896, the Theatre was utilised by the Amateur Dramatic Club, the Philharmonic Society, the Rifle Brigade, the Smoking Concert Club, and the *Centurion* Amateurs, as well as by the New Willard Opera Company and a few other travelling artistes. The threatened outbreak of plague in the early part of 1896 and the dread of quarantine restrictions unfortunately had a bad effect on the receipts from this source of income. As in past years, the use of the St. Andrew's Hall and the Theatre was granted for educational and charitable purposes free of charge.

The gross receipts from the Theatre and the St. Andrew's Hall between 1st July, 1895, and 30th June, 1896, amounted only to $2,881.27 as against $4,520.72 received during the preceding twelve months, while the receipts from the ball room suite showed a slight improvement, being $1,226.71 as against $1,001.03 in 1895-1896.

THE LIBRARY.

A valuable copy of De Guignes' Chinese dictionary has been presented by Dr. Chalmers, and during the twelve months ending the 30th June twenty-six new books printed in Hongkong and forwarded by the Government, together with a copy of Dr. Doberck's observations and researches for 1895 and a few other works, were added to the shelves. The number of readers during the year was 3,725 compared with 3,260 in 1895-1896. As in former years, the proprietors of the local newspapers have to be thanked for supplying their journals free for the use of those frequenting the Library.

THE MUSEUM.

Two slow lemurs were presented by the Hon. Mr. Bolilios, a fine specimen of a Hongkong python was given by Inspector Duncan, and two cobras captured at the Peak were added to the collection, as well as several birds shot by local sportsmen. The following have to be thanked for their contributions:—Hon. E. R. Belilios, Captain G. C. Anderson, Miss Leiria, Mrs. Vernon, Messrs. Botelho, Brunner, Bryant, Cattaneo, Chau Cheuk Sin, Drury, Duncan, Lau A Yan, Lau Joy Fong, Leung Tit Shau, Mok Ting Kam, G. H. Potts, D. R. Sassoon, J. M. A. Silva, Wing Cheong, and Zockowski. The visitors to the Museum during the year numbered 109,027, of whom 3,029 were non-Chinese.

ACCOUNTS.

The balance in the hands of the Honorary Treasurer on the 30th June, 1896, was $1,647.14 as appears from the following account of receipts and disbursements. As mentioned above, considerable expense has been incurred in repairs, and this will reduce the credit balance, but there is a sum of $11,576.25 on fixed deposit in the Hongkong and Shanghai Bank to the credit of the City Hall upon which the Committee could draw should it become necessary.

To balance in hands of the Hon. Treasurer on 30th June, 1895, as shown in last report	$2,795.89
To receipts from Theatre, St. Andrew's Hall, Ball Room, &c., &c.	5,132.09
To rent of Chamber of Commerce	600.00
To Government Grant for 1896	1,200.00
To interest on current account in Hongkong and Shanghai Bank to 30th June, 1896	50.38
	$9,828.36
By wages for 12 months	$3,348.00
By installation of the electric light	1,300.00
By repairs and alterations	705.71
By gas	790.68
By electric light	236.52
By museum and office expenses	430.31
By insurance premia	101.00
By Government fire brigade	79.00
By balance	1,647.14
	$9,828.36

THE INVENTOR OF THE JINRIKISHA.

There has always been uncertainty about the inventor of the *jinrikisha*. Some claim the honour for a foreigner, others for a Japanese. The foreigner in question was a man in holy orders, whose life reflected no great lustre on his cloth, at all events when he ministered to sick souls in the East, but who nevertheless possessed shrewdness and the art of self-assertion. The author of "Young Japan" very confidently ascribes the "man-pull-cart" to this practical missionary, and we are not prepared to deny the assertion, though we can clearly remember that no mention of any such exercise of foreign ingenuity was heard until long after the success of the *jinrikisha* had been assured. The Japanese have always maintained that one of their nationals hit upon the happy idea. His name is Izumi Yosuke, and he is now again brought into prominence by the fact that a project is on foot to obtain a pension for him. It appears that whether Izumi Yosuke invented the machine, or whether he merely worked out an idea furnished by an American missionary, the application for official permission to commence the trade of *jinrikisha* drawing was made in his name, and in the names of two associates, Kozuke and Tokujiro. In those days, laws for the patenting and protecting of inventions did not exist, and in a very brief period thousands of persons were earning a livelihood by means of Izumi's device. When the Patents Law was promulgated, Izumi applied for the registration of his invention, but by that time the *jinrikisha* had passed into public use not only in Japan but also abroad, and the provisions of the new Law did not sanction the recognition of patent rights under such circumstances. Izumi does not appear to have profited much by his ingenuity. He is now in very straitened circumstances, and the idea is that as a public benefactor the nation should do something for him.—*Japan Mail.*

THE U.S. VICE-CONSUL IN SIAM ASSAULTED.

Chiengmai, 22nd November.

Chiengmai is in a wild state of excitement over an event which took place here on the 19th inst. And as the affair promises to lead to diplomatic pourparlers, I will describe as accurately as possible the attack on Mr. Kellett, United States Vice-Consul, temporarily located in this town. The following are the facts stripped of all embellishment.

On November 19th Mr. Kellett sent the Consular clerk Nai Sye, a very intelligent and reliable native, to the post office with letters. It was about 7 p.m. and Nai Sye carried an ordinary walking stick, while a servant carried a lantern. No sooner had the two servants arrived opposite the barracks than Nai Sye was roughly accosted by several Siamese soldiers, seized, and taken into the barracks. The offence for which the clerk was arrested was that of carrying a stick in alleged contravention of local laws. The Consular clerk protested, and called the attention of the Siamese to the fact that he was a Consular servant, and that his stick was a small ordinary walking cane. These appeals were, it appears, disregarded.

The affair first came to the ears of Mr. Kellett through Mr. Zurcher, partner in the firm of Berli & Co., who is on a business tour in the North. Mr. Zurcher was passing the barracks and heard uncomplimentary remarks on the subject of the "Conseon Americain." Mr. Zurcher was on his way to dine with Mr. Kellett and the Rev. William Harris. Scarcely had dinner commenced when the servant who carried the lantern arrived and related the arrest of Nai Sye. Messrs. Kellett, Harris, and Zurcher at once left the table and proceeded to the barracks where Nai Sye was detained in custody. Mr. Kellett there demanded the cause of the arrest, and requested that the man should be set at liberty, and that his cane should be returned to him. He was rudely refused, when all the party walked out followed by Nai Sye. And now the trouble began.

A few yards from the station the party were surrounded by an angry crowd of gesticulating Siamese soldiers who were armed with muskets to which they had screwed their bayonets. The guard had made no resistance to the clerk leaving the station, but they were evidently determined to prevent his departure with the American vice-Consul when outside the barracks. All this time no blows had been struck or the least violence offered on either side. Now all changed. Messrs. Kellett, Harris, and Zurcher found themselves surrounded by a dozen or so of angry soldiers. They had fixed bayonets, and had loaded their rifles. Without any parleying or the least warning the soldiers attacked Mr. Kellett with the butt end of their muskets, while others brought their bayonets to the "charge" and cocked their loaded rifles. Mr. Kellett was now with his back to a wall and doing what he could to defend himself. But seeing the hopelessness of the situation and fearing bloodshed he desisted, and retired as best he could, accompanied by Messrs. Harris and Zurcher. These gentlemen had not been threatened or attacked, the soldiers devoting all their energies to Mr. Kellett. Nai Sye was carried back to prison, amidst great rejoicing and filthy expressions of contempt directed against the "farangs" in general and the "Consoon Americain" in particular.

Later in the evening the Siamese Commissioner ordered the release of Nai Sye, and sent over a servant to enquire after Mr. Kellett's injuries. It was a matter of some comment here that the Commissioner did not take the trouble to come over himself. Mr. Kellett informed the Commissioner that he had no reply to make until he had communicated with his Minister at Bangkok, and before receiving instructions from Mr. Barrett at Bangkok he could enter upon no negotiations with regard to the insult which had been put upon him and the injury done him.

Local sentiment here is entirely on the side of Mr. Kellett. Foreign residents fear that if the Siamese troops are thus allowed to threaten foreign residents, and show such utter want of regard to a foreign Consular official, and go unpunished, their lives are not safe. A serious precedent may be established by any laxity in insisting on every reparation for this outrage. There are others, however, who hold that Mr. Kellett did wrong in going direct to the barracks instead of reporting the matter to the Commissioner and demanding the immediate release of the American Consular servant, whereas the majority hold that this error on Mr. Kellett's part does not justify the savage attack made upon a vice-Consul by a disorderly band of armed soldiers. It is also well known here that Mr. Kellett has had some unsatisfactory experience when endeavouring to obtain the release of a servant, illegally detained, by a direct appeal to the Commissioner.—*Siam Free Press* correspondent.

SPORT AND ANECDOTE.

BY AN OLD FOGEY.

CRICKET NEWS.

By the time these lines appear in print the probability is that the present rule relating to the follow on at cricket, and the closing of innings will have been amended according to the desires of the great majority of those who follow the politics of the game with any interest. It has been obvious for some time that the "closure" rule has only partially fulfilled the objects its sponsors had in view at the time it was first introduced. We are all agreed, I imagine, that the main object should be to secure victory for the side that has shown best form in a game under prevailing conditions. Here we need not stay to argue upon the changeability of our British climate. When both sides have an equal chance at the commencement—that is to say, before tossing for choice of innings—we must, I think, take the weather as it comes. Here, of course, the judgment of an experienced captain will stand a side in good stead, although it does not always follow that his judgment wins the match for the side. But as the games go now the time certainly appears ripe for the change agitated for by the modern reformer. For some reason or another I have always been exceedingly chary about supporting any proposal for altering the laws of the game: in the main the laws served our fathers very well indeed, and some fogeys like myself occasionally find themselves asking the question why they should be tinkered with to suit the "young gentlemen" of to-day. To alter a law for alteration's sake would be absurd, and we may, I think, depend upon it that the M.C.C. will recommend nothing but what has received very careful consideration. Public opinion so far as the great community of cricket is concerned has expressed itself in favour of the abolition of the follow-on rule, and in favour also of a provision being made empowering the captain of a side to put the close rule in force at any period in a match. This, I fancy, will bring the game "up to date," if one may be allowed the use of this hackneyed but useful phrase. On the whole, I am inclined to think that altogether too much fuss was made of the incident in the Inter-University match, and not nearly enough of the Perkins-Trott episode. Doubtless the captain of the Cambridge Eleven assisted very materially in bringing public opinion to bear upon the partial failure of the law relating to closing the innings, but all followers of the game must have been aware that the expedient resorted to was not new. I remember I felt very sore at the time over the unwarranted and unwarrantable interference of Mr. Henry Perkins with the game in which Mr. A. Trott, the Australian professional, was bowling. For the secretary of the M.C.C. personally I entertain the very highest regard; a better man for the position it would be difficult to find. But the interference of a third party—if I may be allowed to put it in this manner—must never be tolerated in a match, or we shall never know where we are. The umpires by law are the sole judges of fair and unfair play, and so long as Trott was not infringing any of the laws of the game, Mr. Perkins had no more legal right to interfere with the progress of the game than anyone of the gatekeepers or hirelings in the employ of M.C.C. One does not like to be offensive or disrespectful in these matters, but up to now we have always understood that the law as applied to our national game is no respecter of persons.

ECCENTRICITIES OF QUALIFICATION.

We are getting on with our qualifying arrangements. Just recently it has been announced that after visiting Australia for the winter months, fulfilling an engagement in England next season, and wintering in 1897-98 at the Cape, Trott will be fully qualified for Middlesex as soon as the season of 1898 opens. If this be true, all I can say is that of all the devices yet hit upon for the purpose of qualifying a player this seems to me to be the most ingenious. We have had some queer lessons in this direction before to-day, and at the moment it would be rather difficult to pick out the most glaring example of "fudge," as we as schoolboys were wont to term these eccentricities of a game. Ever since I first handled a bat at school I have always regarded Yorkshire, Notts, Lancashire, and Surrey as my prime favourites in county cricket in the order given. Once upon a time I believe both Yorkshire and Nottinghamshire played a strictly bona-fide eleven belonging to their respective counties—*i.e.*, players possessing birth qualifications. But the exigencies of the time have led to a slight lapse, I believe, in both cases, for neither Lord Hawke nor Mr. J. A. Dixon were born in the counties for which they have rendered such distinguished service. But they have still an immense regard for this especial feature, and for this alone they have been long associated with the highest traditions of the game. Frank Sugg has played for Derbyshire, Yorkshire, and Lancashire; Mr. A. P. Lucas has figured in the ranks of Surrey, Middlesex, and Essex; Mr. H. W. Bainbridge has played for both Surrey and Warwickshire, E. Diver having also represented the same counties; L. C. Docker has played for Derbyshire and Warwickshire; J. Major and Walter Quaife for Sussex and Warwickshire; J. Shilton for Yorkshire Colts, Northumberland, and Warwickshire; Walter Wright for Notts and Kent; W. Lockwood and J. Sharpe for Notts and Surrey; W. Sugg for Yorkshire and Derbyshire; J. P. Whiteside for Lancashire and Leicestershire; Mr. W. F. Whitwell for Yorkshire and Durham; W. A. J. West, for Northamptonshire and Lancashire; Rev. A. P. Wickham for Norfolk and Somerset; A. Mold for Northamptonshire and Lancashire; J. Beaumont for Yorkshire and Surrey; G. Bean for Notts and Sussex; G. R. Baker for Yorkshire and Lancashire; T. Bowley for Northamptonshire and Surrey; E. Blamires for Yorkshire and Surrey; J. Easby for Hampshire and Kent; Mr. A. H. Evans for Hampshire and Somerset; F. W. Marlow for Staffordshire and Sussex; Mr. J. Cranston for Warwickshire and Gloucestershire; Mr. T. S. Pearson for Middlesex and Leicestershire; Mr. C. J. Thornton for Kent and Middlesex; Mr. A. Tinsley for Yorkshire and Lancashire, and so on. These are players of modern times, but the list might easily be extended. We all know how comfortably Mr. Ferris was attached to the Gloucestershire eleven, and what a deal of bother there was at one time concerning Mr. Spofforth and Derbyshire. In many cases the transfer of professionals has been open and honourable, and we have only to take the experience of men like Lockwood, Bean, Sharpe, and Walter Wright in proof of this. But the "poaching" propensities of certain officials have not always led to the happiest results, the threatened desertion and ultimate return of Davidson being one of the most recent cases. But this little roundabout business in connection with Trott is both interesting and instructive, and we need not be surprised if at some future time this method is improved upon in qualifying a desirable recruit.

OLD-FASHIONED NOTIONS.

With the winter cattle and poultry shows thick upon us, an oft-debated subject has sprung up once again, viz., the cutting of the wattles of gamecocks and the cruelty involved therein. This is a topic, I am afraid, which can only be justly dealt with by those fully acquainted with the breeding and rearing of prize poultry. Judged from a strictly sentimental standpoint the process must appear to be neither more nor less cruel than the cropping of dogs' ears. Of course, there will always be those who will say that Nature unadorned is adorned the most. Up to a certain extent we may agree precisely. Primeval man with beard and long locks may have been a most picturesque being—doubtless he was. But the advent of scissors, soap, and razor made man none the less acceptable to gaze upon. It may be flying in the face of Nature, but we struggle along. To return, however, to this matter of trimming game birds. It has been stated by gentlemen who have given the subject no end of attention that the birds do not mind the infliction nearly so much as some people may imagine. Quite recently I have seen it stated that young game cocks have been noticed engaged in a sharp encounter for the possession of the pruned parts. Irrespective of the trimming, however, it is pretty generally understood that our best judges take note of the grace, exactness, stand, and symmetry of a bird first, even before plumage, and only when a trimmed wattles aid one of these qualities is it usually considered. That, at least, is the evidence of an expert. It may be somewhat of an old-fashioned notion, this cutting of the combs and wattles of game birds, but it must always be borne in mind that these birds were bred for a specific purpose in olden days, the sport of cock fighting at one time being one of the most popular indulged in by the sporting aristocrats. The old Lord Derby was a noted breeder of game cocks and often wagered large amounts on the results of a main. But universal education has taught us better, I suppose, and instead of looking on at game birds clipping and spurring as our forefathers did we prefer to see tame hand-fed, domesticated pheasants swarmed into a corner of a coppice or half-an-acre of standing corn and "potted" by the gross by the veriest marksmen who ever handled a gun. Or better still, perhaps, is it to watch trapped pigeons let out a few yards away from a horde of skilled shots to be knocked over ere their cramped wings or bewildered senses have had time to assert themselves. Oh, yes; our sporting tastes of to-day are much more refined than the bull-baiting, rat-killing, cock-fighting amusements of our grandfathers. Not that I am any great admirer of either form of sport, but when we begin to talk of these subjects of cruelty we must not run away with the idea that the old fogies at the beginning of the present or the end of the last century were any less humane than our sportsmen of to-day. Whenever our shooters, fishermen, or hunters take a share of risk or inconvenience, I am ready to palliate a good deal, even if I cannot go to the same lengths of admiration as others. It is no joke to tramp over moorland for hours at a stretch, to wade in water up to the knees, and often much higher, in rapidly-flowing streams to climb over heather and boulders for the glimpse of a deer; but the men who do these things have the true instinct of sportsmen, let their "bag" contain what it may.

THE ANTIQUITY OF COCK-FIGHTING.

From an old but reliable authority I am enabled to give the following particulars regarding this ancient form of sport:—Cock-fighting is a sport of great antiquity. It is supposed to have first originated with the Greeks, and that at one period it became so prevalent amongst them that families of extensive property were reduced thereby to the lowest ebb of fortune. As the Romans were so fond of imitating the Greeks in their bad as well as good customs, it became to them as a mere gambling sport. According to Herodian, the first cause of contention between the two brothers, Bassanius and Geta, sons of the Emperor Septimus Severus, happened in their youth about cock-fighting, which they had probably seen in Greece, whither they had often accompanied their father. It is not known when this custom was first introduced to England, but undoubtedly by the Romans. The bird was here before the landing of Julius Cæsar, but no notice of cock-fighting occurs earlier than the time of William Fitzsteven, who wrote the life of the Archbishop Beckett in the reign of Henry II., and describes it as a sport of schoolboys on Shrove Tuesday. From this time it continued in a fluctuating state; sometimes in vogue, at others disapproved, and prohibited 39, Edward III.; also in the reign of Henry VIII., and in 1569. It has been termed a royal diversion, and the cock-pit at Whitehall was erected by a crowned head for the more magnificent celebration of it. There were other pits in Drury-lane and Jewin-st. It was prohibited by Oliver Cromwell, March 31, 1664. With respect to the breed of game fowls, the criterion of blood in these birds, before trial, is fineness of feathers, richness of plumage, cleanness of feet, and keenness of aspect. So says my old authority. Since then other varieties have been introduced which were altogether unknown to our ancestors. Shropshire and Cheshire were most famed in the old days for their breed of game cocks; the Shropshire reds being held in particular high estimation. There was formerly in Staffordshire a famous breed of cocks, of a perfect jet black, gipsy faced, black legs, and rather elegant than muscular. The breed soon degenerated, however, and is now thought to be quite extinct. Mr. Sketchley's description of a brood cock in full health and vigour reads thus: A ruddy complexion; feathers close and short, not cold or dry; flesh firm and compact, full breasted, yet taper and thin behind; full in the girth, well coupled, lofty and spiring, with a good thigh; the beam of the leg very strong, quick large eye, strong crooked beak. The old story of the game cock said to have been present on board Rodney's ship on the ever-to-be-remembered 12th of April is, I suppose, well known. During the glorious and memorable action it is stated the cock exhibited the most undaunted courage, by crowing and clapping his wings.

STORIES OF THE LINE.

The little anecdotes occasionally given concerning our regiments in this column I am constrained to believe are of interest to some of our younger defenders who are interested in the doings of the warriors of old, and so I purpose introducing a few from time to time. The Duke of Cambridge's Own (Middlesex Regiment) boasts upon its colours the following engagement: Mysore, Seringapatam, Albuhera, Ciudad Rodrigo, Badajos, Vittoria, Pyrenees, Nivelle, Nive, Peninsula, Alma, Inkerman, Sevastapol, New Zealand, South Africa (1879). Emblazoned, too, are the plume of the Prince of Wales, the Duke of Cambrige's coronet and cypher. The uniform is of scarlet with blue facings. The 57th (the Duke's Own), a regiment when raised composed chiefly of the Middlesex Militia, were nicknamed "the Steelbacks" from being frequently flogged by the Provost. From their extraordinary fighting propensities at Albuhera they earned the more honourable name of "Die hards." In this action, out of 25 officers they had 22 killed and wounded; of 570 rank and file, killed and wounded 425. The King's colour was riddled by 30 bullets; Inglis, the heroic colonel, cried out frequently; "Die hard, my men, die hard," and from that day the gallant 57th were recognised in camp and barrack as the "Die Hards." At Inkerman Captain Stanley, the officer commanding the 57th, inspired his followers at a critical moment by the thrilling words "Die Hards, remember Albuhera!" Of the 62nd Foot (the Duke of Edinburgh's Regiment) it is said that in taking open order the word, instead of "March!" was "Spring!" Named the "Springers" from the rapidity of its pursuit of the American rebels after the action at Trois Rivieres in Canada, 1776. Previously, in 1760, on the French invasion of Ireland, the 62nd so greatly distinguished itself at the defence of Carrickfergus Castle as to receive the thanks of the Irish House of Commons. Upon this occasion, it is stated, that the ammunition being all expended the men used their coat buttons for bullets, and for this the corps is allowed to have a splash on the buttons. Of the Princess Victoria's (Royal Irish Fusiliers), the 87th Regiment of Foot, we are told that they were dubbed "the Old Fogs," or the "Faugh a Bullagh Boys" from the war of the corps "Fag-an-Bealach," meaning "Clear the way" also "The Eagle-takers," from having captured at Barossa a golden

French Eagle and Wreath. The 69th were called "Blayney's Bloodhounds" from the Colonel's name and skill in tracking Irish rebels; also "The Rollickers" from the ceaseless fun and jollity that distinguished all the corps.

SCIENTIFIC MISCELLANY.

Just what part the ocean may play in international bimetallism cannot yet be guessed, but Prof. Liversidge's estimate that the sea may contain more than 100,000,000,000 tons of gold—this calculation being based on experiments showing from one-half to one grain of gold per ton of sea-water off New South Wales—will doubtless lead to numerous schemes for putting into commercial circulation a part of Neptune's reserve. An English writer suggests sea-mining with an old iron ship. The vessel should be floated by two air tight compartments, the hold should be cleared and asphalted, an inlet and an outlet should be provided, and a twenty horse-power engine working a paddle-wheel should drive through the hold from 10,000 to 100,000 tons of water every twenty-four hours. The gas from sulphur burned in a small porcelain furnace should be blown into the water as it enters the ship. Sulphurous acid reduces gold from its solutions, and in the large hold the reduced metal would have time to settle. The chief working expense would be for crude sulphur, of which the consumption need not be very large. It is proposed that such a vessel be anchored in some sheltered strait, and docked once a year to recover the gold from the hold.

High civilization does not seem to favour extreme length of life. A German statistician finds that the German Empire has but 78 subjects over 100 years of age; France, 213; England, 146; Ireland, 578; Scotland, 46; Denmark, 2; Belgium, 5; Sweden, 10; Norway, 23; Switzerland, 0; Spain, 410; Servia, 575; Roumania, 1,084; Bulgaria, 3,883. The last-named country has a centenarian for every thousand inhabitants. The oldest man in the world is believed to be Bruno Cotrim, a negro of Rio de Janeiro, who is 150. A Moscow cabman is in his 140th year, and Servia, in 1890, had three inhabitants between 135 and 140, with 18 between 125 and 135.

A lion-faced boy recently exhibited in Berlin, Stephan Bedlmayer, has the face entirely covered with blonde hair, with the exception of the eyelids and red portions of the lips, and the hair is very thick on his back. The boy is well developed and intelligent, speaking German and Polish. He was born in the government of Warsaw.

Experiments by two French chemists showed lately that the same person digested 95.8 per cent. of ordinary butter and 98 of cocoa butter, the latter giving less disturbance in excess.

The fruit of the service berry, the well-known decorative shrub that retains its bright red berries even in midwinter, was the source of a sort of scientific puzzle about half a century ago, says *Cosmos*. In 1852, Pelouze discovered in standing juice of service berries a sugary, perfectly crystallized substance having the properties of glucose. The sugar was named *sorbine* or *sorbose*. There was nothing astonishing about the discovery, but when other scientists desired to make some sorbose the puzzling thing happened—the product absolutely refused to appear. The mystery has now been cleared up by M. Bertrand, a Parisian chemist. Repeatedly exposing crushed service berries to the air, he obtained the usual alcoholic fermentation, followed by the growth of a whitish layer on the surface of the liquid, but there was no trace of sorbose. At last a little red vinegar fly was observed to light on the surface layer. A remarkable transformation followed, the membrane becoming thickened and filled with larvæ, while an abundance of sorbose soon appeared in the liquid below. The work was that of microbes less than one forty-thousandth of an inch in length. These microbes had been brought by the little red fly, had made the membrane thick and heavy by their rapidly increasing numbers, and by their oxidizing influence had transformed the berry juice into the new kind of glucose.

The useful effect obtained from the energy of fuel in different motors is thus stated by Koerting, a Hanover engineer. Steam engines of 10, 50, and 100 horse-power, 2.2, 4.6, and 6.9 per cent. respectively; illuminating-gas motors of the same capacities, 9.7, 9.9, and 12.2 per cent.; producer-gas motors, 7.3, 10.2, and 12.0 per cent. Cheapness of installation and economy of space are claimed as further advantages of the gas engine plant.

Dormann, a German experimenter, asserts that dry-plates in a holder were exposed to the sun without effect, while the rays of the moon during several hours left the plates completely blackened. These rays, unlike X-rays, pass through metal, the only tested material that was opaque to them being masonry.

Portable electric lamps, fed by accumulators, the total weight of each being 4½ pounds, are used by the miners at Sekul, Hungary. The lamp gives 1½ to 2 candle-power for 10 hours.

For a long time chemists have sought to trace coincidences between the properties and the atomic weights of the elements, the most remarkable result being the development of the periodic law, according to which elements having similar chemical and physical properties recur at regular intervals throughout a table arranged in the order of the atomic weights. Another striking discovery is now announced by Richard Lorenz, a German chemist. It is found that a very large part of the elements have atomic weights which differ by only 1.4 units, while the properties of these so-called "twin-elements" have many similarities. Nickel and cobalt, with atomic weights of 58.71 and 58.97, furnish a type of these twins. The even-numbered and odd-numbered members of each pair of twins are separated from the even-numbered and odd-numbered members of other pairs by the equal number '4' or some multiple of it, and single elements between pairs have places required by this twin rule. The exceptions to the rule are most numerous among the elements whose atomic weights are most uncertain. Not less than fourteen pairs of twins are readily traced, and fifty or more elements agree with the twin rule.

Much valuable scientific work has been done with very crude apparatus. A Yorkshire follower of Roentgen, Mr. G. W. Watson, of Keighley, reports the use of an old home-made Wimshurst machine, giving a spark of about 1½ inches long and having no condensers, as the source of illumination for a Crookes tube. Unexpectedly fine photographs of the bones of the hand and elbow were obtained in about twenty minutes, the hollow structure of the bones being clearly revealed.

Light, and not oxygen, is found by M. Mesnard, of Rouen, to be the chief cause of the transformation and destruction of perfumes. It acts chemically in the transformations of the odorous products of the flowers and mechanically in opposing the pressure of water in the cells, which pressure tends to expel the perfumes.

From an investigation in the Sanriku district, Mr. Igi, of the Yokohama College of Science, concludes that the tidal wave of June had its origin in a submarine eruption about 200 leagues to the eastward, or in N. lat. 39 deg., E. long. 149 deg. The explosion seems to have differed from that of Krakatoa, with the difference that the volcano in this instance was far beneath the ocean. A sea temperature of 3 deg. above ordinary was observed in the vicinity.

SHIPPING REPORTS.

The German steamer *Frigga*, from Hamburg and Singapore 31st Dec., had hard N.E. wind and high sea from Singapore to Paracels; latter part N.E. and E.N.E. wind with fine clear weather.

The British steamer *Tantalus*, from Liverpool and Singapore 1st Jan., had moderate N.E. wind and fine weather after leaving Singapore; off Pulo Sapata moderate N.N.E. gale and head sea; thence to port light northerly winds and fine weather.

The British steamer *Namoa*, from Foochow 4th Jan., Amoy 5th, and Swatow 6th, had moderate N.E. wind and fine weather to Amoy. From Amoy to Swatow light S.W. wind and hazy weather. From Swatow to port light variable winds and fog banks. In Foochow—Str. *Yik-sang*. In Amoy—Strs. *Chowngchow* and *Thales*.

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NOTICE TO MARINERS.
No. 56 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

A SURVEY of a section of the Southern Entrance to the Yangtze, about 25 miles in length and extending from abreast of the Triplets to within two miles of the Tungsha Lightship, which was completed on the 15th instant, shows that the deepest and safest channel for vessels is now to the north-eastward of the Kiutoan Lightship instead of to the south-westward of her, as formerly.

DIRECTIONS.

To make the best direct course: pass 2 cables to the south-westward of the Tungsha Lightship and then bring her to bear about S. 51½deg. E. true, and keep her so until the Kiutoan Lightship is sighted on the opposite bearing; continuing on the same course till the latter is about three miles distant when House Island Beacon will bear N.E. Then keep a little to the north-eastward and pass the Kiutoan Lightship at a distance of from 1 to 1½ cables, hauling to the westward so as to bring the lightship to bear about S. 63deg. E., true, by the time she is one mile distant, and keeping her on that bearing till she is 6 miles distant, when the vessel will be a little to the north-eastward of mid-channel, with the Kiutoan Small Beacon bearing about W. by S. ¾ S., from which position to the Woosung Outer Bar the present British Admiralty Chart No. 1602 may be followed.

The least depths of water, at low water of spring tides, found on the track above indicated were 21 feet at 2½ miles inside the Tungsha Lightship, then from 22 to 28 feet till abreast of House Island Beacon, decreasing to 18 feet in the vicinity of the Kiutoan Lightship, where a bar, 2 miles in width between the 18 feet contours, has been formed by the junction of the former Middle Ground with the Blockhouse Shoal. After passing this bar, the water gradually deepens to 5 fathoms at 4 miles inside the Kiutoan Lightship.

CAUTION.

The Kiutoan Lightship has sustained numerous collisions through vessels—most of them steamers—undertaking to cross her bow without making due allowance for the strength of the tide; and those on board of her complain that their lives are frequently imperilled through steamers passing dangerously near when there is nothing to prevent them keeping a safe distance from the lightship.

The warning given in Notice to Mariners No. 55 (Special) that vessels should not pass between the Tungsha Lightship and the South-east Spit is repeated. This locality has not yet been re-surveyed, but a shoal patch has been found there with a depth of only 6 feet over it at low water where the latest chart shows 3½ fathoms.

AIDS TO NAVIGATION.

The positions of the two Lightships and of the Middle Ground Lower and South-east Knoll Buoys remain unchanged.

The Middle Ground Upper Buoy will shortly be removed and a conical red buoy surmounted by a black inverted frustum cage, to be known as the Blockhouse Shoal Buoy, will be moored on the edge of the Shoal, between the South-east Knoll Buoy and the Kiutoan Lightship.

A. M. BISBEE,
Coast Inspector.
IMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
Shanghai, 28th December, 1896. [97

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		£ s. d.
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SUBSCRIBED CAPITAL	2,750,000	
PAID-UP CAPITAL		687,500 0 0
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The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

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Hongkong, 16th May, 1892. [18

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T. JACKSON,
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Hongkong, 9th December, 1896. [12

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COURT OF DIRECTORS.

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Chief Manager.
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Hongkong, 17th November, 1893. [14

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [13

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" " " 3 " ... 2½ "

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Manager, Hongkong.
Hongkong, 16th September, 1895. [10

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Hongkong 12th December, 1896. [2485

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86.—Harling, G., Res.
29A.—Harrison, W. S. Res.
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101.—H. C. & M. Steam-boat Co., Office
102.—H. C. & M. Steam-boat Co., Wharf
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84.—Hongkong & Shanghai Bank, Mess
1.—"H. Telegraph."
125.—Hongkong Fire Insurance Co.
[illegible]—Hongkong Hotel Public Telephone
26.—Hospital, Alice Memorial
3.—Hospital, Peak
80A.—Hospital, Gov. Civil
82.—Ho Tung, B'ham Std.
77.—Do., Praya Central
59.—Do., Residence
37.—Humphreys, J. D., Residence
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92.—Lamke, J., Res.
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90.—Do., Residence
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87.—Lapraik & Co., D., Compradore Office
88.—Lapraik & Co., D., Compradore, Res.
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106.—Man Cheun Yeun
98.—Man On Insurance
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35.—Mount Austin Hotel
131.—Meyer & Co.
157.—Michaelsen St. C., Res.
165.—Mitsui Bussan Kaisha
125.—Nam Tai Hong
5.—Nam Wo & Co.
146.—National Bank
110.—Naval Hospital
109.—Naval Yard
115.—Nethersole Hospital
56.—New Victoria Hotel
119.—Opium Factory
46.—Opium Farm
3.—P. & O. S. N. Co.
69.—Do. Mess, Peak
159.—Paulum Dr., Office
127.—Paulum Dr., Res.
147.—Playfair, G. W. F. Residence
15.—Police Station Ctl.
10.—Peak Club
34.—Peak Hotel
51.—Ray, E. C. Res.
30.—Ray & Davies
19.—Ritchie, H. A., Res.
29A.—Ritchie, H. A., Office
103.—Royal Engineer Guard Room.
104.—R. E. Mess
140.—Reuter, Brockelmann & Co.
45.—Rope Factory
13.—Sachse, P., Res.
52.—Sailors' Home
4.—Sanitarium, Pokfulam
94.—Sassoon & Co., M.S.
49.—Shewan & Co.
81.—Siemssen & Co.
139.—Soap & Soda Factory, Sau-ki-wan
100.—Sperry Flour Co.
55.—Stedman, Dr., Res.
61.—Stevens, G. R., Office
62.—Stevens, G. R., Res.
53.—Sui Kut Bank
153.—Straits Insurance Co.
14.—Telegraph Cos.
162.—Thomson Dr., Office
163.—Thomson Dr., Res.
28.—Tomes, C. A., Res.
137.—Tong Lee Chan, Office
138.—Tong Lee Chan, Sau-ki-wan
54.—Tram Station, Peak
93.—Tung Kee
16.—Watson & Co., A. S.
57.—Wickham, W. H., Res.
144.—Wing Kee & Co., Office
145.—Wing Kee & Co., Godown
63.—Wo Kee & Co.
83.—Wright & Co.
161.—Yan Woo Co.
124.—Yen, A., Praya Central
73.—Yuen Fat Hong
79.—Young Lam Kee.

In case of FIRE ring up No. 15.
Note Address—PRAYA CENTRAL.
W. STUART HARRISON, Manager.
Hongkong, September, 1896. [2699

COMMERCIAL.

CLOSING QUOTATIONS,
THURSDAY, 7th January.
EXCHANGE

ON LONDON.—
Telegraphic Transfer 2/1¼
Bank Bills, on demand 2/1⅜
Bank Bills, at 30 days' sight 2/1½
Bank Bills, at 4 months' sight 2/1⅝
Credits, at 4 months' sight 2/1⅝
Documentary Bills, 4 months' sight 2/2

ON PARIS.—
Bank Bills, on demand 2.67
Credits, at 4 months' sight 2.72

ON GERMANY.—
On demand 2.16

ON NEW YORK.—
Bank Bills, on demand 51¼
Credits, 60 days' sight 59

ON BOMBAY.—
Telegraphic Transfer 165
Bank, on demand 165¼

ON CALCUTTA.—
Telegraphic Transfer 165
Bank, on demand 165¼

ON SHANGHAI.—
Bank, at sight 72¾
Private, 30 days' sight 70

ON YOKOHAMA.—
On demand ....½% pm.

ON MANILA.—
On demand ....7% pm.

ON SINGAPORE.—
On demand ....½% pm.

SOVEREIGNS, Bank's Buying Rate 9.30
GOLD LEAF, 100 fine, per tael 48.60

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai	$125	183 % prem.=$354.75
China & Japan, prf.	£5	nominal
Do. ordinary	£2	nominal
Do. deferred	£1	5, buyers
Natl. Bank of China B. Shares	£8	$28
Foun. Shares	£1	$100, sellers
Bell's Asbestos E. A.	15s.	$7½ sellers
Brown & Co., H. G.	$50	(in liquidation).
Campbell, Moore & Co.	$10	$3
Carmichael & Co.	$20	$8
China Sugar	$100	$134, sellers
Dakin, Cruicks'k & Co.	$5	nominal
Dairy Farm Co.	$5	$5, nominal
Fenwick & Co., Geo.	$25	$30, buyers
Green Island Cement	$10	$18½, buyers
H. & C. Bakery	$50	$30
Hongkong & C. Gas	£10	$110
Hongkong Electric	$8	$6¼, buyers
H. H. L. Tramways	$100	$93, sellers
Hongkong Hotel	$50	$31, buyers
Hongkong Ice	$25	$108
H. & K. Wharf & G.	$50	$59, sellers
Hongkong Rope	$50	$145
H. & W. Dock	$125	217 p. ct. prem.=[$396.25, sales & s
Insurances—		
Canton	$50	$177½
China Fire	$20	$103
China Traders'	$25	$74½
Hongkong Fire	$50	$305
North-China	£25	Tls. 195
Straits	$20	$26½, sellers
Union	$50	$220, buyers
Yangtsze	$60	$144, buyers
Land and Building—		
H. Land Investment	$50	$75½, buyers
Humphreys Estate	$10	$9.25, sales & buyers
Kowloon Land & B.	$30	$17, sellers
West Point Building	$40	$19½ buyers
Luzon Sugar	$100	$46
Mining—		
Charbonnages	Fcs. 500	$00
Jelebu	$5	$2.50, sellers
New Balmoral	$3	$1.30, sales & buyers
Oliver's Mines, A.	$5	$5, sellers
Do. B.	$2½	$2½, sellers
Punjom	$4	$10.75, cum. div. sel.
Do. (Preference)	$1	$3.90, cum. div. sel.
Raubs	18s. 10d.	$9, sellers
Steamship Coys.—		
China and Manila	$50	$67
China Mutual Ord.	£5	£2. 5s.
Do Pref.	£10	£7, buyers
Douglas S. S. Co.	$50	$57½, buyers
H., Canton and M.	$15	$32½, sales & sellers
Indo-China S. N.	£10	$40 buyers
Wanchai Wareh'se Co.	$37½	$45
Watson & Co., A. S.	$10	$12.25, sales

J. Y. V. VERNON, Broker.

OPIUM.

		Allowance.
Malwa (this year's)	$780	3½ to 4½ catties
Malwa (last year's)	$780	3 to 4 "
Malwa (older)	$780	2 to 3 "
New Patna	$687½; Old Patna	$687½
New Benares	$670; Old Benares	$710
Persian, Oily		$490 to $500
Persian, Paper-wrapped		$500 to $555

Sales:—10 chests Patna. 1 chest Benares.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 6th JANUARY, AT 4 P.M.

STATION.	Barometer red. to sea level and 32o Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain last 24 hours
Wladivostock	30.07	13	—	N	5	s	...
Tokyo	29.74	—	—	NW	2	—	...
Kochi	29.95	—	—	—	0	—	...
Nagasaki	30.07	—	—	SW	2	—	...
Kagoshima	30.03	—	—	—	4	—	...
Shanghai	29.99	48	89	SE	3	o	...
Sharp Peak	30.04	50	91	NE	2	rf	...
Amoy	30.04	66	95	N	1	od	...
Swatow	30.01	71	—	ESE	2	c	...
Canton	30.00	74	70	SE	1	c	...
Hongkong	30.01	60	83	ENE	1	b	...
Victoria Peak	—	—	—	[illegible]	1	—	...
Gap Rock	30.00	—	—	E	1	—	...
Macao	—	—	—	—	0	—	...
Haiphong	—	—	—	—	0	—	...
Bolinao	29.91	85	68	W	2	b	...
Manila	29.92	82	77	SW	1	c	...
Cape S. James	—	—	—	—	—	—	...
7th JANUARY, AT 10 A.M.							
Wladivostock	30.15	4	86	N	3	o	...
Tokyo	30.02	—	—	NW	4	—	...
Kochi	29.98	—	—	E	2	—	...
Nagasaki	30.07	—	—	NW	1	—	...
Kagoshima	30.03	—	—	—	0	—	...
Shanghai	30.21	44	92	N	1	o	...
Sharp Peak	30.12	61	91	—	0	fd	...
Amoy	30.07	65	89	NE	1	om	...
Swatow	30.09	67	—	NE	2	cm	...
Canton	30.09	66	100	—	0	of	...
Hongkong	30.08	75	59	—	0	b	...
Victoria Peak	—	—	—	SE	1	—	...
Gap Rock	30.08	—	—	N	1	—	...
Macao	—	—	—	—	—	—	...
Haiphong	30.02	70	90	E	1	c	...
Bolinao	29.93	79	74	SE	2	b	...
Manila	—	—	—	—	—	—	...
Cape S. James	—	—	—	NE	3	b	...

On the 7th at 11.35 a.m. The barometer has fallen in W. Japan, risen on the E. coast of China and remains steady and rather low over S. China. Shallow depressions continue to affect the Northern stations. Forecast:—light NE winds, probably freshening; fair, becoming cooler.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.01	30.08	29.93
Temperature	69	75	66
Humidity	83	59	93
Direction of wind	ENE	—	E
Force	1	0	3
Weather	b	b	bf
Rain			

Highest open air temperature on the 6th 75
Lowest open air temperature on the 6th 64

F. G. FIGG, First Assistant.
Hongkong Observatory, 7th January, 1897.

MESSRS. FALCONER & CO.'S REGISTER, 7th Jan.
Barometer 9 A.M. ...30.00 Therm. 9 A.M. (Wetbulb) 66
Barometer 1 P.M. ...29.92 Therm. 1 P.M. (Wetbulb) 67
Barometer 4 P.M. ...29.92 Therm. 4 P.M. (Wetbulb) 67
Thermom. 9 A.M. ...71 Therm. Maximum 72
Thermom. 1 P.M. ...72 Therm. Minimum (over-
Thermom. 4 P.M. ...71 night) 70

HONGKONG TIDE-TABLE,
8th to 14th January.

Day of Week.	Day of Month.	High Water: Hongkong Mean Time.	High Water: Height.	Low Water: Hongkong Mean Time.	Low Water: Height.
		h. m.	ft. in.	h. m.	ft. in.
Fri.	8	1 14 a	2 6	m 0 18	-0 10
Sat.	9	1 26 a	2 7	m 0 5 / 11 a	-0 6 / 1 4
Sun.	10	11 59 a / [illegible] 21 a	3 5 / 2 10	m 6 50 / 1 21	[illegible]
Mon.	11	m 0 35	2 9	m 7 50	1 9 / 0 8
Tues.	12	m 1 59 a / 3 27 a	3 1 / 3 1	m 7 55 / 11 39 a	0 19 / 1 1
Wed.	13	m 4 30 / 4 20 a	3 5 / 3 10	m 8 30	1 2
Thurs.	14	No inferior	high.	m 0 50 / nor low	0 7 / water.

The height of mean sea-level has been determined, from the tidal observations of 1887 and 1888, as 5.87 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 3.37 feet above zero.

The heights in the Tables marked with a minus sign (—) are below Lower-water Ordinary Spring-Tides, and should be subtracted from the constant given above.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. and O. steamer *Mirzapore* left Singapore on the 8th instant, at 4 p.m., with the outward English mails and is expected here about 4 p.m. on the 12th inst.

THE AMERICAN MAIL.

The P. M. steamer *China*, with mails, &c., from San Francisco to the 19th ultimo, via Honolulu, has arrived at Yokohama, and leaves for this port via Inland Sea, Kobe, Nagasaki, and Shanghai this morning.

The O. & O. steamer *Belgic*, with mails, &c., left San Francisco for this port on 29th December, via Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai.

The O. & O. steamer *Doric*, with mails, &c., left Shanghai for this port on the 6th instant, at 4 P.M.

THE GERMAN MAIL.

The N. D. L. steamer *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 14th ult., left Colombo on Friday, the 1st inst., and may be expected here on or about Tuesday, the 12th inst.

THE AUSTRALIAN MAIL.

The C. N. Co.'s steamer *Chingtu*, from Australian ports, left Port Darwin on the 4th inst., and may be expected here on or about the 13th inst.

THE INDIAN MAIL.

The steamer *Catherine Apcar*, from Calcutta left Singapore for this port on the 4th instant.

MERCHANT STEAMERS.

The P. and O. steamer *Brindisi* left Bombay for this port on the 3rd inst.

The N. P. chartered steamer *Macduff* sailed from Tacoma for Yokohama on the 22nd ult.

The steamer *Monmouthshire* left Victoria, B.C., for Yokohama and China via Honolulu on the 30th ult.

The N. Y. K. steamer *Omi Maru* left Thursday Island for this port on the 31st ult. and is due here on the 11th inst.

The C. M. steamer *Oopack*, from Glasgow and Liverpool, passed the Canal on the 26th ult. and may be considered due at Singapore on or about the 14th inst.

The Bea Line steamer *Bengloe*, from Antwerp and London, left Singapore on the 4th inst.

The N. P. steamer *Braemar* left Tacoma on the 1st inst. for this port, via ports of call.

The P. & O. steamer *Shanghai* left Singapore for this port on the 4th inst. at 4 p.m.

PASSED THE CANAL.

OUTWARD—1st Dec.—*Helen Rickmers*. 4th Dec.—*Glenshiel*. 8th Dec.—*Glenfarg*, *Romney*. 10th December—*Glamorganshire*. 15th December—*Niobe*, *Bullmouth*, *Shanghai*, *Jens Meinich*, *Riogun Maru*. 29th Dec.—*Benmohr*, *Canton*, *Kirkdale*, *Normandie*, *Glenartney*, *Oopack*, *Counsel*. 5th January—*Kremhild*, *Nestor*, *Antenor*, *Maria Rickmers*, *Obi*, *Patroclus*, *Sikh*, *Oceanien*.

HOMEWARD—29th Dec. *Caledonien*, *Gerda*, *Benvoirlich*. 5th Jan.—*Ernest Simons*, *Japan*, *Sachsen*.

POST-OFFICE NOTICES.

A MAIL WILL CLOSE.

For Swatow and Bangkok—Per *Chow Tai*, to-day, the 8th instant, at 8.30 A.M.

For Yokohama and Kobe—Per *Changsha*, to-day, the 8th instant, at 3.30 P.M.

For Singapore, Samarang and Sourabaya.—Per *Hupeh*, to-morrow, the 9th instant, at 1.30 P.M.

For Shanghai.—Per *Loongmoon*, to-morrow, the 9th instant, at 3.30 P.M.

For Swatow, Amoy and Foochow.—Per *Namoa*, to-morrow, the 9th inst., at 5.00 P.M.

For Nagasaki, Kobe and Yokohama.—Per *Ancona*, on Friday, the 15th instant, at 11.30 A.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Ganges* will be despatched on THURSDAY, the 14th inst., with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of newspapers, books, and patterns ceases.
11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Doric* will be despatched on SATURDAY, the 16th inst., with mails for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

10 A.M. Registry ceases.
11 A.M. Post Office closes.

MAILS BY THE CANADIAN PACKET.

The Canadian Mail Packet *Empress of China* will be despatched on WEDNESDAY, the 20th instant, with Mails for Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C., which will be closed as follows:—

10.00 A.M. Registry ceases.
11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

CRESOL-BLACKHEAD.

Most EFFECTIVE and BEST PRESERVATIVE for TIMBER against DECAY, DRY ROT, and WHITE ANTS, etc.
F. BLACKHEAD & CO.,
Soap and Soda Factory.
Hongkong, 20th February, 1896. [46

CREOLIN-BLACKHEAD.

Most Reliable ANTISEPTIC.
Most effective DISINFECTANT, DEODORISER, and GERMICIDE.
Unsurpassed as a Hygienic Medium for Public Places, Domestic Use, Sick Rooms, Water Closets, Drains, etc.
Absolutely NON-POISONOUS nor CAUSTIC.
Unse 2 to 4 Teaspoonsfull in a quart of water.
F. BLACKHEAD & CO.,
Soap and Soda Factory.
Hongkong, 20th February, 1896. [47

KANANGA OF JAPAN

A NEW TOILET WATER

Prepared by RIGAUD & Co.

PERFUMERS BY APPOINTMENT TO THE ROYAL FAMILIES OF SPAIN, HOLLAND, AND GREECE,

8, RUE VIVIENNE, PARIS.

A purely vegetable toilet Water which possesses the most refreshing properties. It makes the skin white, soft, and velvety, imparting to it a fragant perfume; it is a sure remedy against freckles or pimples.

It fortifies the delicate parts of the body, and is especially recommended to ladies for the intimate toilet cares.

Sold in pint bottles throughout the world.

BEWARE OF IMITATIONS.

And take only "RIGAUD'S KANANGA." [71-5

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AMOY, Ger. str., Wulf—Order.
BENLAWERS, Brit. str., Webster—Gibb, Livingston & Co.
MOUNT LEBANON, Brit. str., McLean—Shewan, Tomes & Co.
SANTA CRUZ, Amr. sch., O'Keefe—Captain.
SUMBAWA, Brit. bk., Rehberg—Shewan, Tomes & Co.
R. R. THOMAS, Amer. sh., Nichols—Standard Oil Co.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godowns on and after the 1st January.

Goods undelivered after the 8th January will be subject to rent. All damaged Goods must be left in the Godowns where they will be examined at 11 A.M. on the 9th January.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th December, 1896. [2985

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LETIMBRO"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Wanchai, whence delivery may be obtained immediately. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon on the 6th instant, or they will not be recognized.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 6th instant will be subject to rent.

Bills of Lading will be countersigned by

CARLOWITZ & CO., Agents.

Hongkong, 2nd January, 1897. [8

STEAMSHIP "NATAL."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Adour* and *Memphis*, from Havre ex S.S. *Ville de Ciotat*, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, the 3rd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 9th inst., will be subject to rent and landing charges.

All Claims must be sent in to me on or before SATURDAY, the 9th inst., or they will not be recognized.

All Damaged Packages will be examined on SATURDAY, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd January, 1897. [2

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 7th inst. will be landed and stored at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, 5th January, 1897. [113

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA,"

Captain Williams, will be despatched on TO-DAY, the 8th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th January, 1897. [2971

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched as above TO-DAY, the 8th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th January, 1897. [106

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOURABAYA.

THE Company's Steamship

"HUPEH,"

Captain Quail, will be despatched as above TO-MORROW, the 9th inst., at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th January, 1897. [2972

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"

Captain T. Schulz, will be despatched for the above port TO-MORROW, the 9th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSSEN & CO.

Hongkong, 6th January, 1897. [118

"SHIRE" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE,"

Captain Vyvyan, will be despatched as above on or about WEDNESDAY, the 13th inst.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 7th January, 1897. [121

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above on THURSDAY, the 14th January.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th December, 1896. [2863

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HAMBURG, VIA STRAITS AND USUAL PORTS OF CALL.

Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL AND RIVER PLATE, &c.

THE Company's Steamship

"PAKLING,"

H. L. Allen, Commander, will be despatched as above on the 14th inst.

For Freight, etc., apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 6th January, 1897.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"GANGES,"

Captain T. F. Creery, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 14th JANUARY, at NOON, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the steamer "PENINSULAR" leaving that Port for London direct on 6th February, 1897.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 31st December, 1896. [1

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"POLYPHEMUS,"

Captain Goodwin, will be despatched on FRIDAY, the 15th January.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st December, 1896. [2867

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Jan. 16, 1897, at NOON.
BELGIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Feb. 4, 1897, at NOON.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY, Feb. 23, 1897, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 16th JANUARY, 1897, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th December, 1896. [4

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897. (*Subject to Alteration.*)

MT. LEBANON ... Saturday ... 16th Jan.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON"

will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 16th January.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE, and one copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th December, 1896. [58

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 20th inst., at Noon, the Company's Steamship "TAMISE," Captain Robuffel, with MAILS, PASSENGERS, Specie, and Cargo, will leave this Port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., and Specie and Parcels until Noon on the 19th inst. (Parcels are not to be sent on board; they must be left at the Agent's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th January, 1897. [115

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c.	Ganges	Brit. str.	Creery	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON	Sunda	Brit. str.	Gordon	P. & O. S. N. Co.	About 12th inst.
LONDON VIA MARSEILLES	Borneo	Brit. str.	Bishop	P. & O. S. N. Co.	About 23rd inst.
LONDON VIA SUEZ CANAL	Pyrrhus	Brit. str.	Batt	Butterfield & Swire	On 14th inst.
LONDON & HAMBURG	Pakling	Brit. str.	Allen	Holliday, Wise & Co.	On 14th inst.
BREMEN, &c., with PORTS OF CALL	Prinz Heinrich	Ger. str.		Melchers & Co.	On 2nd Feb.
MARSEILLES VIA SAIGON &c.	Tamise	Fren. str.	Robuffel	Messageries Maritimes	On 20th inst., at Noon.
VANCOUVER V. SHANGHAI, &c.	Empress of China	Brit. str.	Archibald, R.N.R.	Canadian Pacific R. Co.	On 20th inst., at Noon.
VICTORIA, B.C., &c.	Olympia	Brit. str.		Dodwell, Carlill & Co.	On 19th inst., at Noon.
VICTORIA, B.C., &c., V. Y'HAMA	Mount Lebanon	Brit. str.		Shewan, Tomes & Co.	On 16th inst.
SAN FRANCISCO VIA SHANGHAI	Doric	Brit. str.		O. & O. S. S. Co.	On 16th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI	China	Amer. str.		P. M. S. S. Co.	On 26th inst., at Noon.
SAN FRANCISCO	Matterhorn	Brit. str.	Williams	Melchers & Co.	Quick despatch.
SAN FRANCISCO	Sumbawa	Brit. bk.	Rohberg	Shewan, Tomes & Co.	Quick despatch.
NEW YORK	Penobscot	Amer. bq.	Macalder	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Benjamin Sewall	Amer. sh.	Sewall	Carlowitz & Co.	February.
NEW YORK VIA SUEZ CANAL	Port Adelaide	Brit. str.		Dodwell, Carlill & Co.	About 30th Jan.
NEW YORK VIA SUEZ CANAL	Polyphemus	Brit. str.	Goodwin	Butterfield & Swire	On 15th inst.
SYDNEY, MELBOURNE, &c.	Australian	Brit. str.	Helms	Gibb, Livingston & Co.	On 21st inst., at 9 A.M.
SYDNEY, MELBOURNE, &c.	Yamashiro Maru	Jap. str.	Jones	Nippon Yusen Kaisha	On 19th inst., at Noon.
STRAITS & BOMBAY	Peshawur	Brit. str.	Vibert, R.N.R.	P. & O. S. N. Co.	On or about 19th inst.
SINGAPORE, S'RANG & S'BAYA	Hupeh	Brit. str.	Quail	Butterfield & Swire	To-morrow, at 2 P.M.
Y'HAMA VIA NAGASAKI & KOBE	Ancona	Brit. str.	Mudie	P. & O. S. N. Co.	On 15th inst., at Noon.
Y'HAMA V. S'HAI, N'SAKI, & KOBE	Shanghai	Brit. str.	Dowell, R.N.R.	P. & O. S. N. Co.	On or about 9th inst.
YOKOHAMA & KOBE	Changsha	Brit. str.	Williams	Butterfield & Swire	On or about 13th inst.
SHANGHAI, CHEFOO, JINSEN, &c.	Sendai Maru	Jap. str.	Olsen	Nippon Yusen Kaisha	On 15th inst., at Noon.
SHANGHAI, KOBE & Y'KAMA	Glamorganshire	Brit. str.	Vyvyan	Dodwell, Carlill & Co.	On or about 13th inst.
SHANGHAI	Kalgan	Brit. str.	Clegg	Butterfield & Swire	To-day, at Noon.
SHANGHAI	Loongmoon	Ger. str.	Schulz	Siemssen & Co.	To-morrow, at 4 P.M.
SHANGHAI	Mirzapore	Brit. str.	London, R.N.R.	P. & O. S. N. Co.	On or about 12th inst.
SWATOW, AMOY, & FOOCHOW	Namoa	Brit. str.	Hall	Douglas Lapraik & Co.	On 10th inst., Daylight.
MANILA	Sungkiang	Brit. str.	Dodd	Butterfield & Swire	To-day, at 4 P.M.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 20th Jan., 1897
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 17th Feb., 1897
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 17th Mar., 1897

THE magnificent Steamships of the Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 23rd December, 1896. [8

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	MIRZAPORE, J. R. London, R.N.R.	About 12th Jan.	Freight or Passage.
LONDON	SUNDA, E. H. Gordon	About 12th Jan.	Freight or Passage.
YOKOHAMA VIA S'HAI, NAGASAKI & KOBE	SHANGHAI, E. R. Dowell, R.N.R.	About 13th Jan.	Freight or Passage. (Passing through the INLAND SEA.)
LONDON, &c.	GANGES, T. F. Creery	Noon, 14th Jan.	See Special Advertisement.
YOKOHAMA VIA N'SAKI & KOBE	ANCONA, W. D. Mudie	Noon, 15th Jan.	Freight or Passage. (Passing through the INLAND SEA.)
STRAITS & BOMBAY	PESHAWUR, F. W. Vibert, R.N.R.	About 19th Jan.	Freight or Passage. (Calling at COLOMBO if sufficient inducement offers)
LONDON V. MARSEILLES	BORNEO, E. P. Bishop	About 23rd Jan.	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 8th January, 1897. [1

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application. *Special rates allowed to members of Government Services.*

PROPOSED SAILINGS FROM HONGKONG. (*Subject to Alteration.*)

OLYMPIA	2,608	Tuesday	Jan. 19.
BRAEMAR	3,601	Tuesday	Feb. 9.
TACOMA	2,549	Tuesday	Mar. 2.
VICTORIA	3,107	Tuesday	Mar. 23.
OLYMPIA	2,608	Tuesday	Apr. 23.

THE Steamship

"OLYMPIA,"

Captain Truebridge, sailing at NOON, on TUESDAY, the 19th January, will proceed to VICTORIA, B.C., and TACOMA, Wash., via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., General Agents.

Hongkong, 6th January, 1897. [9

STEAM TO NATAL AND CAPE PORTS BY THE NATAL DIRECT LINE FROM CALCUTTA

(MESSRS. BULLARD, KING & CO.'S LINE.)

THE Undersigned having been appointed GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS of LADING for NATAL, EAST LONDON, PORT ELIZABETH, MOSSEL BAY, CAPE TOWN, DELAGOA BAY, and BEIRA.

Transhipment will be made at CALCUTTA.

Next sailing from CALCUTTA, S.S. UMLAZI 22nd December, and thereafter every three weeks.

For Freight and further Particulars, Apply to

DODWELL, CARLILL & CO., General Agents for China and Japan.

Hongkong, 16th October, 1896. [10

FOR NEW YORK.

THE 3/3 I. I. American Barque

"PENOBSCOT,"

Captain Macalder, will load here for the above port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.

Hongkong, 30th November, 1896. [56

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY, Jan. 26, 1897, at NOON.
PERU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Feb. 13, 1897, at NOON.
CITY OF RIO DE JANEIRO (v. Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Mar. 2, 1897, at NOON.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on TUESDAY, the 26th JANUARY, 1897, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and, to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th January, 1897. [3

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(UNDER MAIL CONTRACT.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"

Captain J. Jones, will be despatched for the above ports on TUESDAY, the 19th January, at NOON.

This steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A duly qualified Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 31st December, 1896. [73

FOR NEW YORK VIA SUEZ CANAL.

To follow the "POLYPHEMUS."

S.S. "PORT ADELAIDE," to sail about 30th January, 1897.

S.S. "ENERGIA," to sail about 14th February, 1897.

S.S. "STRATHLEVEN," to sail about 28th February, 1897.

A "WARRACK" Steamer, to sail about 15th March, 1897.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 22nd December, 1896. [2598-2802

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

PRINZ HEINRICH	Tuesday	2nd Feb.
PREUSSEN	Tuesday	2nd March.

ON TUESDAY, the 2nd day of February, 1897, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 30th January, Cargo and Specie will be received on Board until 5 P.M. on MONDAY, the 1st February, and Parcels will be received at the Agency's Office until NOON, on MONDAY, the 1st February. Contents of Packages are required. No Parcel Receipts will be signed at less than $2, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong 8th January, 1897. [7

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A.I. Iron 4-mast British Bark

"MATTERHORN."

Captain J. Williams, will soon be ready to load for the above port, and will have quick despatch.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 28th November, 1896. [55

FOR NEW YORK.

THE S/S A.I.I. American Ship

"BENJAMIN SEWALL,"

Sewall, Master, shortly expected from Shanghai, will load here and will be despatched by end of February.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 6th January, 1897. [119

FOR SAN FRANCISCO.

THE British Bark

"SUMBAWA."

Rohberg, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 7th December, 1896. [57

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Amoy, German steamer, 663, Wulff, Jan. 3, Order
Benlawers, British str., 1,484, Webster, Dec. 31, Gibb, Livingston & Co
Bygdo, Norwegian str., 771, Ivensen, Nov. 19, Wieler & Co
Changsha, British str., 3,000, Williams, Dec. 31, Butterfield & Swire
Chowfa, British str., 1,055, Williamson, Jan. 7, Yuen Fat Hong
Chowtai, British str., 1,115, Morris, Jan. 4, Yuen Fat Hong
Chusan, German str., 523, Andresen, Jan. 4, Siemssen & Co
Cosmopolit, German str., 575, Holtz, Dec. 19, Wieler & Co
Dante, German str., 1,302, Koepke, Nov. 10, Wieler & Co
Deuteros, German str., 1,198, Lassen, Jan. 5, Siemssen & Co
Doris, German steamer, 771, Bruhn, Jan. 6, Jebsen & Co
Else, German steamer, 902, Petersen, Dec. 31, Jebsen & Co
Empress of China, Brit. str., 3,003, Archibald, Dec. 30, C. P. R. Co
Fatshan, British str., 1,425, R. L. Blight, H., C., & M. Steamboat Co., for Canton
Fausang, British str., 1,410, Moncur, Dec. 31, Jardine, Matheson & Co
Federation, British str., 1,570, Prentice, Jan. 4, Lentz, Wegener & Co
Frigga, German steamer, 1,600, Jager, Jan. 7, Siemssen & Co
Hankow, British str., 2,235, Dick, Butterfield & Swire, for Canton
Heungshan, British str., 1,054, W. E. Clarke, H., C., & M. Steamboat Co., for Macao
Hohenzollern, German str., 2,175, Harrassowitz, Jan. 6, Melchers & Co
Honam, British str., 1,344, H., C., & M. Steamboat Co., for Canton
Hongkong, French str., 739, Bastian, Jan. 3, A. R. Marty
Hupeh, British steamer, 1,200, Quail, Jan. 1, Butterfield & Swire
Kachidate Maru, Jap. str., 2,143, Narasaki, Jan. 3, M. B. Kaisha
Kutsang, British str., 1,495, Payne, Jan. 4, Jardine, Matheson & Co.
Loongmoon, German str., 1,245, Schulz, Jan. 7, Siemssen & Co
Michael Jebsen, German str., 720, Bruhn, Jan. 4, Jebsen & Co
Mount Lebanon, British str., 1,550, McClean, Jan. 3, Shewan, Tomes & Co
Namoa, British steamer, 823, Hall, Jan. 7, Douglas Lapraik & Co
Nanchang, Brit. str., 1,062, Finlayson, Dec. 17, Butterfield & Swire
Nord, Norwegian str., 708, Bull, Jan. 4, Melchers & Co
Olympia, British str., 1,691, Truebridge, Dec. 29, Dodwell, Carlill & Co
Palawan, British str., 2,995, Baker, Dec. 25, P. & O. S. N. Co
Picciola, German steamer, 875, Hass, Jan. 5, Siemssen & Co
Powan, British str., 1,843, S. W. Goggin, H., C. & M. Steamboat Co., for Canton
Propontis, British str., 1,390, Farrand, Dec. 28, Chinese
Siegfried, German str., 1,107, Ahrens, Nov. 23, Harling, Buschmann & Menzell
Strathallan, Brit. str., 1,488, Macoubrey, Jan. 5, Jardine, Matheson & Co
Strathtay, British str., 2,078, McKenzie, Jan. 1, Hughes & Hough
Sungkiang, British steamer, 994, Dodd, Jan. 5, Butterfield & Swire
Tantalus, British str., 2,299, Hannah, Jan. 7, Butterfield & Swire
Tordenskjold, Nor. str., 789, Danielsen, Dec. 30, Melchers & Co
Triumph, German str., 674, Moller, Jan. 1, Jebsen & Co

SAILING VESSELS.

Fort Stuart, British ship, 2,312, Vanstone, Nov. 6, Order
Fred. P. Litchfield, Amr. bark, 991, Hardy, Nov. 20, Order
Galveston, German bark, 650, Petersen, Dec. 28, Wieler & Co
Glen Caladh, British bark, 468, Lamont, Mar. 1, Gilman & Co
Lothair, Italian bark, 796, Ferrara, July 31, D. Musso & Co
Matterhorn, Brit. bark, 1,889, Williams, Nov. 20, Standard Oil Co
Penobscot, Amr. bark, 1,067, Macalder, Nov. 20, Arnhold, Karberg & Co
R. R. Thomas, Amr. ship, 1,333, Nichols, Nov. 24, Standard Oil Co
Santa Cruz, Amr. sch., 120, O'Keefe, Jan. 3, Captain
Stanfield, British bark, 569, Wilson, Dec. 18, Order
Sumbawa, British bark, 1,066, Rohberg, Dec. 27, Shewan, Tomes & Co
Tulenkun, Amr. sch., 47, Melander, Jan. 1, Order
Velocity, British bark, 527, , Oct. 1, Chinese
West York, British bark, 688, Davis, Oct. 18, Order

SHANGHAI.

In Port on 24th December, 1896.

Albert, Norwegian str., 451, Johannessen, Dec. 8, Melchers & Co
Alice Mary, British bk., 360, Patterson, Dec. 10, Nils Moller and Sons
Ariel, Norwegian str., 930, Raben, Dec. 15, Hopkins, Dunn & Co
Australian, British str., 1,784, Helms, Dec. 20, Gibb, Livingston & Co
Bayern, German str., 5,033, Blanke, Dec. 20, Melchers & Co
Benjamin Sewall, Amr. bk., 1,320, Sewall, Oct. 2, F. W. Styan
Bjorg, Norwegian str., 484, Nilsen, Dec. 9, Olsen & Co
Chowchowfoo, Ger. str., 796, Buhrmann, Dec. 20, H. Sylva & Co
Collingrove, British bark, 749, Brown, Oct. 28, Morris & Co
Comet, Nicar. bark, 763, Broadhurst, June 1, Morris & Co
Fungshun, Chinese steamer, 868, Love, Dec. 5, C. M. S. N. Co
Fushun, Chinese steamer, 1,504, Lunt, Dec. 13, C. M. S. N. Co
Ganges, British str., 2,110, Creery, Dec. 17, P. & O. S. N. Co
Glenturret, British str., 3,075, Webster, Dec. 12, Jardine, Matheson & Co
Hsean, Chinese str., 895, Wallace, Dec. 9, C. M. S. N. Co
Hsinyu, Chinese str., 1,060, Blethen, Dec. 17, C. M. S. N. Co
Kaisar-i-Hind, Brit. str., 2,386, Daniel, Nov. 19, P. & O. S. N. Co
Krim, Norwegian str., 1,117, Irgens, Dec. 20, Paul Brunat
Kwanglee, Chinese str., 1505, Lincoln, Dec. 20, C. M. S. N. Co
Kwongsang, British str., 939, Stalker, Dec. 21, Jardine, Matheson & Co
Luzon, Amr. ship, 1,339, Park, Sept. 19, Standard Oil Co.
Nanyang, German str., 983, Lehmann, Dec. 10, Siemssen & Co
Pakhoi, British steamer, 1,248, Stott, Dec. 17, Butterfield & Swire
Palawan, British str., 2,995, Baker, Dec. 17, P. & O. S. N. Co
Pronto, German steamer, 720, Meyer, Dec. 18, Olsen & Co
Strathleven, British str., 1,588, Moal, Oct. 1, Dodwell, Carlill & Co
Suiwo, British steamer, 2,029, Binns, Dec. 2, Butterfield & Swire
Trym, Norwegian str., 710, Hannistad, Dec. 21, Hopkins, Dunn & Co
Tungchow, British str., 956, Hughes, Dec. 12, Butterfield & Swire
Valkyrien, British s.v., 498, Anderson, Dec. 15, Nils Moller and Sons
Wenchow, British str., 503, Harder, Dec. 11, Butterfield & Swire
Whampoa, Brit. str., 1,109, Andersen, Dec. 22, Butterfield & Swire
Wingsang, British str., 1,517, Sellar, Dec. 13, Jardine, Matheson & Co
Wooning, Chinese steamer, 746, Ree, July 26, Bennertz & Co
Yarra, French str., 2,073, Flandin, Dec. 17, Messageries Maritimes
Yokohama Maru, Jap. str., 1,423, Nirei, Dec. 22, Nippon Yusen Kaisha

KOBE.

In Port on 23rd December, 1896.

Albingia, German str., 1,202, Wilt, Dec. 17, Delacamp & Co
Eclipse, Amr. ship, 1,336, Petersen, Dec. 19, R. Isaacs & Bro.
Benjamin F. Packard, Amr. ship, 2,025, Dickenson, Dec. 20, Standard Oil Co
Elax, British steamer, 2,613, Baker, Dec. 16, Samuel Samuel & Co
Fukuoka Maru, Japanese str., 1,633, Dec. 18, Osaka Shosen Kaisha
Higo Maru, Japanese str., 871, Murai, Nov. 22, Nippon Yusen Kaisha
Hokkai Maru, Jap. str., 464, Hayashi, April 14, Nippon Yusen Kaisha
Ikai Maru, Japanese str., 1,373, Sakai, Dec. 19, Nippon Yusen Kaisha
Imperborne, British ship, 1,997, Lever, Nov. 12, Standard Oil Co
Kinshiu Maru, Jap. str., 2,312, Thompson, Dec. 17, Nippon Yusen Kaisha
Otaru Maru, Jap. str., 1,507, Minamido, Dec. 17, Nippon Yusen Kaisha
Oweenee, British bark, 2,334, Burchell, Nov. 30, Dodwell, Carlill & Co.
Pakling, British steamer, 2,674, Allen, Dec. 19, W. M. Strachan & Co
Palamed, British str., 1,489, William, Oct. 28, Butterfield & Swire
Polyphemus, British str., 1,503, Goodwin, Dec. 19, Butterfield & Swire
Toyoshima Maru, Jap. str., 688, Inouye, Dec. 21, Nippon Yusen Kaisha
Tsinan, British str., 1,469, Ramsay, Dec. 21, Butterfield & Swire
Yamashiro Maru, Japanese str., 1,567, Dec. 19, Nippon Yusen Kaisha
Yoritomo Maru, Japanese str., 643, Dec. 1, Japanese

YOKOHAMA.

In Port on 22nd December, 1896.

Buccleuch, British ship, 1,934, Tedford, Dec. 16, Standard Oil Co.
Diana, American schooner, 72, Petersen, Oct. 6, Captain
Fred. E. Sander, Amr. sch., 495, Carlson, Dec. 15, American Trading & Co
Golden Fleece, Amr. sch., 130, Funk, Sept. 17, Kenan
Herman Vedel, Norw. str., 1,958, Reimers, Nov. 22, Dodwell, Carlill & Co
Ikuld, British steamer, 916, Rafen, Dec. 14, Kalvitch
Meyuno, British steamer, 2,016, Kemp, Dec. W. M. Strachan & Co
Pointer, American sch., 27, Snow, Oct. Captain
Prince Robert, Norw. ship, 2,054, Hansen, D. 18, W. M. Strachan & Co
Silver Fleece, Amr. sch., 72, Thomson, Oct. J. Kernan
Sonoma, Amr. bark, 998, Londreen, Nov. Captain
Sunda, British steamer, 2,350, Gordon, Dec. P. & O. Co

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Æolus, cruiser, 22 guns, 7,000 h.p., Capt. R. L. Groome, at Shanghai
Alacrity, despatch-boat, 10 guns, 3,000 h.p., Com. F. G. de Lisle, at Saigon en route Hongkong
Archer, cruiser, 14 guns, 3,500 h.p., Comd. E. Kingsmill, at Nagasaki
Centurion, flagship, 41 guns, 13,000 h.p., Capt. S. H. Login, at Hongkong
Daphne, sloop, 14 guns, 2,000 h.p., Com. M. Arthur, at Manila
Esk, gun-vessel, 3 guns, 340 h.p., Lieut.-Com. H. P. Barton, at Ichang
Firebrand, gun-vessel, 6 guns, 360 h.p., Lieut.-Com. V. Maud, at Foochow
Grafton, protected cruiser, 36 guns, 7,350 h.p., Capt. E. P. Jones, at Yokohama
Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., Lieut. A. Gillespie, at Hongkong
Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., Lieut. H. F. Shakespear, at Hongkong
Humber, storeship, Capt. Frank W. Wyley, Hongkong
Immortalité, armoured cruiser, 34 guns, 8,500 h.p., Capt. Ed. Chichester, at Hongkong
Linnet, gun-vessel, 6 guns, 870 h.p., Com. R. Sparkes, at Tientsin
Narcissus, armoured cruiser, 34 guns, 8,500 h.p., Capt. W. C. C. Forsyth, at Nagasaki
Peacock, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. St. John, at Nagasaki
Pigmy, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. C. J. T. Dormer, at Manila
Pique, cruiser, 22 guns, 7,000 h.p., Capt. A. C. Corry, at Singapore
Plover, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. De Horsey, at Nagasaki
Porpoise, cruiser, 14 guns, 3,500 h.p., Com. F. B. Pelly, at Hongkong
Rainbow, cruiser, 12 guns, 7,000 h.p., Capt. W. C. C. Forsyth, at Singapore
Rattler, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. G. A. Hardinge, at Nagasaki
Redpole, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. E. H. Grafton, at Hankow
Solent, torpedo mining launch, at Hongkong
Spartan, cruiser, 22 guns, 7,000 h.p., Capt. Alfred L. Winsloe, at Manila
Swift, gunboat, 8 guns, 870 h.p., Capt. McAlpine, at Hongkong
Tweed, gun-vessel, 3 guns, 340 h.p., at Hongkong
Undaunted, armoured cruiser, 34 guns, 8,500 h.p., Capt. Hallifax, at Nagasaki
Victor Emanuel, receiving ship, 20 guns, Commodore Holland, at Hongkong
Wivern, coast defence ship, armoured, 10 guns, 1,000 h.p., at Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Molas, at N'saki
Ad. Nachimoff, Russian armoured cruiser, 8 guns, 8,000 h.p., Capt. Kashirininoff, at Vladivostock
Aleout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkisky, at Vladivostock
Alger, French protected cruiser, 30 guns, 8,250 h.p., Com. Boutet, at Shanghai
Arcona, German cruiser, 19 guns, 2,400 h.p., Capt. Becker, at Hongkong
Aspic, French gunboat, 6 guns, 453 h.p., Capt. Journet, at Bangkok
Bayard, French flagship, 36 guns, 4,500 h.p., Com. Fortin, at Saigon
Bengo, Portuguese gbt., 3 guns, 400 h.p. Lieut.-Com. Antonio Talone da Costa e Silva, at Macao
Bobre, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Molos, at Shanghai
Boston, American cruiser, 18 guns, 3,511 h.p., Capt. F. Wildes, at Shanghai
Castilla, Spanish cruiser, 20 guns, 4,400 h.p., Capt. Enrique Santalo, at Manila
Comete, French gunboat, 6 guns, 450 h.p., Capt. Simon, at Shanghai
Cormoran, German cruiser, 12 guns, 2,700 h.p., Corvette-Captain Brussatis, at Shanghai
Concord, Amr. cruiser, 15 guns, 3,400 h.p., Com. Craig, at Yokohama
Detroit, Amr. cruiser, 16 guns, 5,400 h.p., Com. Reiter, at Shanghai
Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Com. Witthoft, at Yokohama
Dio, Portuguese gunboat, 6 guns, 700 h.p., Capt. Xavier de Brito, at Macao
Don Antonio de Ulloa, Spanish corv., 14 guns, 1,600 h.p., Com. Duelo, at Manila
Don Juan de Austria, Spanish corv., 14 guns, 1,600 h.p., Com. R. F. de Bonanza, at Manila
Forfait, French cruiser, 23 guns, 2,964 h.p., Capt. Delort, at Chemulpo
Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serebronnikoff, at Nagasaki
Gremiastchy, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Bonbenoff, at Nagasaki
Imperator Nicolai I., Russian flagship, 38 guns, 8,000 h.p., Capt. Feolkersamm, at Y'hama
Irene, German cruiser, 22 guns, 8,000 h.p., Capt. du Bois, at Amoy
Isly, French protected cr., 30 guns, 8,120 h.p., Capt. Rivet, at Manila
Kaiser, German flagship, 20 guns, 7,803 h.p., Capt. Gaeschke, cruising
Korentz, Russian cruiser, 14 guns, 1,600 h.p., Capt. Chaykovsky, at Nagasaki
Koreyets, Russian cruiser, 9 guns, 2,150 h.p., Capt. Lindestroem, at Nagasaki
Kreysser, Russian cruiser, 18 guns, 1,800 h.p., Capt. Belklemishoff, at Nagasaki
Lion, French gunboat, 6 guns, 600 h.p., Capt. Papaix, at Saigon
Machias, Amr. cruiser, 16 guns, 1,600 h.p., Com. M. R. S. Mackenzie, at Canton
Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Katobaloff, at Yokohama
Monocacy, Amr. gun-vessel, 6 guns, 1,370 h.p., Com. Reisinger, at Tientsin
Nayezdnik, Russian cruiser, 14 guns, 1,800 h.p., Capt. Zarine, at Vladivostock
Olympia, American flagship, 34 guns, 13,500 h.p., Capt. J. J. Read, at Nagasaki
Otvazny, Russian armoured cruiser, 12 guns, 2,500 h.p., Capt. Radloff, at Shanghai
Pamiat Azova, Russian armoured cr., 36 guns, 8,000 h.p., Com. Viremers, at Nagasaki
Panther, Austrian cruiser, 12 guns, 3,509 h.p., Capt. Koppel, at Yokohama
Plavier, French gunboat, 4 guns, 500 h.p., Com. Vedel, at Bangkok
Prinzess Wilhelm, German cruiser, 20 guns, 8,000 h.p., Capt. Thiele, at Nagasaki
Reina Cristina, Spanish cruiser, 22 guns, 4,800 h.p., Capt. Voletta, at Manila
Rurik, Russian flagship, 44 guns, 13,500 h.p., Com. Rodionoff, at Nagasaki
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock
Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Astromoff, at Tientsin
Triomphante, French armoured cr., 24 guns, 4,200 h.p., Capt. B. de Bretizel, at Saigon
Vipère, French gunboat, 6 guns, 427 h.p., Capt. Constolle, at Bangkok
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molohousky, at Vladivostock
Vsadnik, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Greve, at Nagasaki
Yakout, Russian gunboat, 16 guns, 880 h.p., at Vladivostock
Yorktown, Amr. cruiser, 16 guns, 3,400 h.p., Com. Stockton, at Shanghai
Zabiaka, Russian cruiser, 20 guns, 2,000 h.p., Capt. Loboiloff, at Nagasaki
Zaragoza, Mexican cruiser, 8 guns, 1,200 h.p., Capt. Monasterio, at Singapore

RUSSIAN TORPEDO FLOTILLA. (Sea going.)

Borgo, Russian torpedo boat, 3 guns, 1,100 h.p.
Revel, Russian torpedo boat, 3 guns, 780 h.p.
Sweaborg, Russian torpedo boat, 3 guns, 780 h.p.

(1st and 2nd class.)

Forel, Russian torpedo boat, 1 gun, 220 h.p.
Jautchicho, Russian torp. bt., 4 guns, 970 h.p.
Norgen, Russian torpedo bt., 4 guns, 2,200 h.p.
Norvets, Russian torpedo bt., 4 guns, 2,200 h.p.
Podorosnik, Russian torpedo bt., 1 gun, 220 h.p.
Sisik, Russian torpedo boat, 1 gun, 220 h.p.
Skorpion, Russian torpedo boat, 1 gun, 220 h.p.
Sootohens, Russian torpedo bt., 4 guns, 970 h.p.
Sterlid, Russian torpedo boat, 1 gun, 220 h.p.
Straus, Russian torpedo boat, 1 gun, 220 h.p.
Sungari, Russian torpedo bt., 3 guns, 1,800 h.p.
Ussuri, Russian torpedo boat, 4 guns, 1,800 h.p.

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